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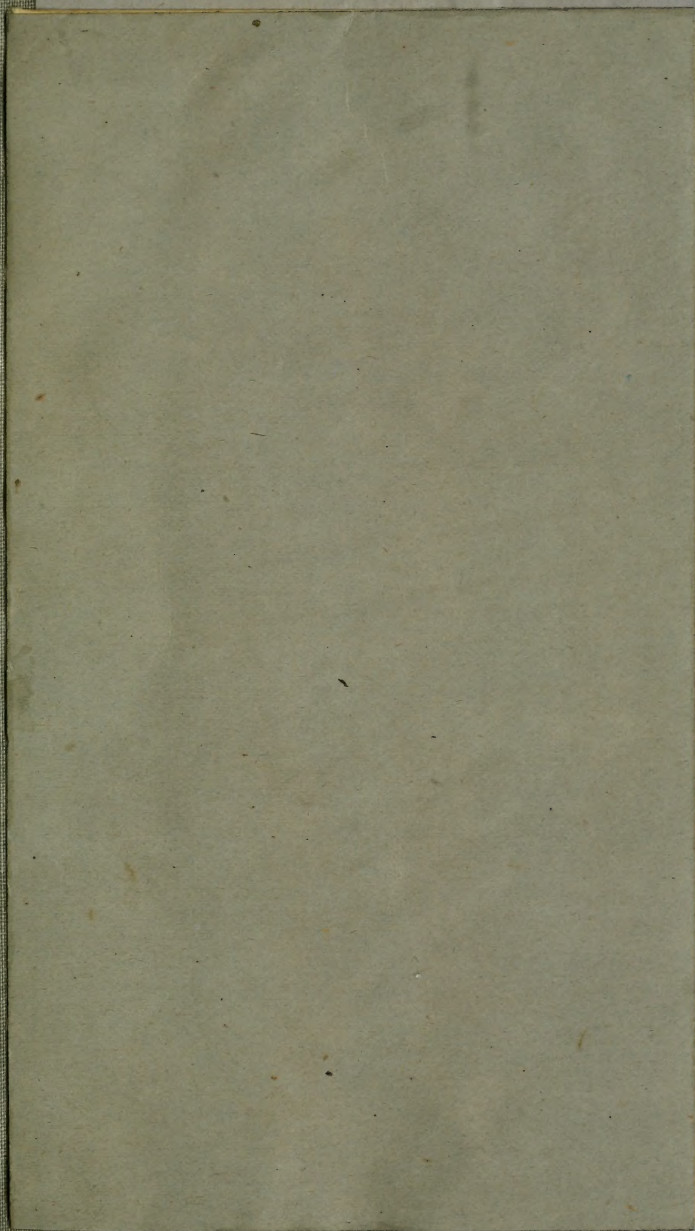
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to Page 98. Companions killed by Indians.
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to page 231. with mules, bad hotels, difficult
traveling.
- 1860. Page 58. Age ²⁵~~27~~. War spirit in South.
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- 1861. Page 1. Age 28. Joins Southern Confederacy, and
to page 58. describes daily marches and
fighting.
- 1864. Page 260. Age 31. Travels to Mexico, Cuba, and
to page 266. steamer to New York.

Married at age 31, in Sept. 1864. Died August 25, 1895,
aged 62.



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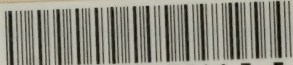
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Father's Journal.

Chronologically listed.

Starts in May, 1853. Aged 20. Page 76 to 98. At Paris, Texas,
joins cattle train with brother-in law.

1854 and 1855, store in Auburn, California. Leaves in Feb.
1856, to return to Philadelphia, via Nicaragua
Page 201 to 215.

March 1856 . Page 215 to 231. Makes trip to Wisconsin
to collect for Masonic Mirror. Tries a store
with cousin Eli Hyneman in Fox Lake, Wisconsin
but fails, and goes to Little Rock, Ark. until
Sept. 27, 1857.

Nothing further until 1861.

Feb. 3, 1861. Joins southern Army at Little Rock. Page 70 to/
March 2, 1861. At Little Rock, Ark. Page 58 to 69. 75.4

April 21, 1861. Page 1 to 49. Military doings in Little R.

July 1, 1862. Page 50 to 57. Resigns from Army and
returns to Little Rock, Ark.

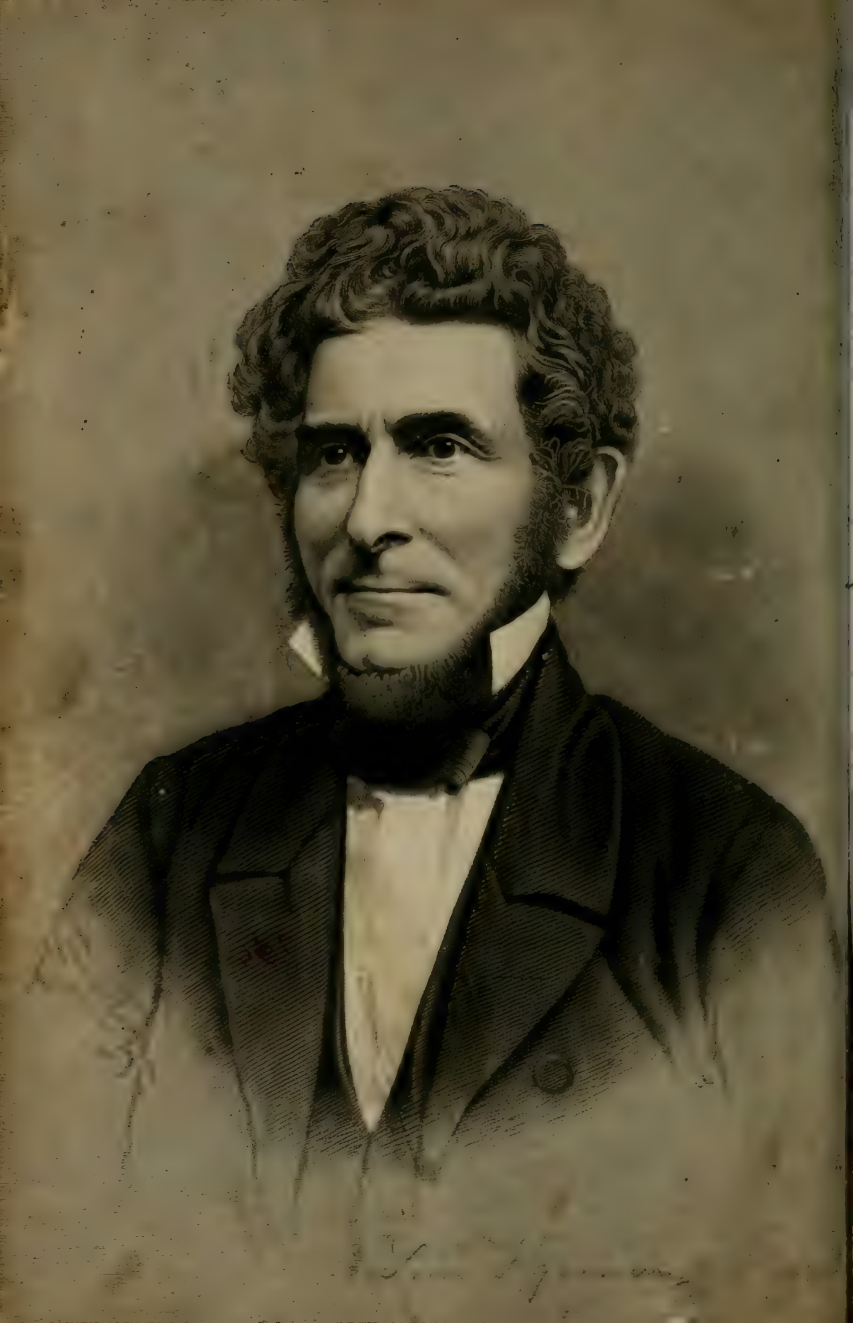
Nothing further until November 25, 1863. At Matamoras,
border of Mexico. Leaves and returns to Phila.
arriving in Philadelphia in March 1864.
Marries in Sept. 1864, aged 31.

Page 258.



Capitol Guard. Capt. Peay July 9th 1861

Moses Leon Hyneman. Born at Philadelphia Penn. Sept 14th 1833. Learned my A. B. C. & writing from old Mrs Child, on Second near Poplar in the back room of the house where Child, had a watch store. went to the New Market Street Public School when John M. Coleman was principal. had before that gone to school in Easton when my aunt Mrs Charles Green was living. Went to Richmond Virginia in a slave there about 1850. on my return home, attended T. D. James Union Academy corner 13th & Market. I also attended a school kept by Spencer Roberts, also Mrs Graeff. Hebrew I learned from Mr Michelbacher and took lessons in Spanish from J. Bernal writing and book keeping from — Ross on Second Street, and can say that I have very profitably profited by the labor of my teachers and the outlay of my father.



Saml. Born $\frac{1}{4}$ 1805
 Sarah " No 1806
 Lora " No 1848

Went

Philad to New York

Dunkirk, Clearland

Cincinnati, to
New Orleans, Alexandria La

Clarksville Texas, San Diego Cal

Return to Philad by the Nicaragua Route. 1862

Philad to Falls of St Anthony & Return

Philad to Fox Lake Wisconsin

Fox Lake to Chicago, Cairo

Clarksville Texas

Clarksville to Sherman, Indian Territory Texas

Clarksville to Helena, St Louis to

Philadelphia

constant travel 1858

Philadelphia to Galveston, Pan - Texas

Philadelphia, Alexandria La, Clarksville (Pa)

Philadelphia to Little Rock Ark

Army travels

Little Rock Ark to Brownsville Texas

Matamoros, Piedras Negras Mexico

Return, Mar del Rio, Havana Philadelphia

Philad to New Orleans, Philadelphia

Philad to New O, Havana, Matamoros, Mexico

Return to Philad

Philad to Pittsburg - Bellair Ohio

Capt Peay
1st Lieut Pearson
2^d " Hulton
3^d " Lockman

18 11
1833

28 y^{rs} old

War journal

Begin on Page 70. To Page 75
Then refer to Page 1 to 69.

Page 76 + on = about the
Cattle Train

See page 70 for Feb. 3, 1861 ¹

Sunday April 21st / 61. 284 W. 11

The Capitol Guards of which I am a member, having had their services accepted by the Governor, were on parade to day ready for duty, after being very busy in the store all morning fitting out volunteers for the expedition, in the afternoon I was ordered to the arsenal on guard duty and to assist in removing Ammunition. 200,000 musket Cartridges, and an equally large supply of fixed ammunition for the guns, with extra muskets and equipments were sent to the boats. At 8 P.M. the company was again reassembled and marched on board the "Talequah" where the other companies were already in waiting. The boat being overcrowded, the Guards and two other companies went on board of the "Fred Notrebe". There was a large assemblage to see us off, and hearty cheers were given us. It had been at first determined to leave our flag behind, but at the earnest request of the men it was sent after, and unfurled as the boat left the wharf. The expedition numbers 267 men.

Monday April 22^d

Morning clear & pleasant. was up all last night and had a very pleasant time. great good feeling exists among the different Corps. Strict discipline is maintained, guards regularly stationed, Companies drilling on the Upper deck. Busy to day running minnie balls, making cartridges. The boats keep in sight of each other, and are frequently lashed together, though the *Notrebe* has double the speed of the *Talequah*.

23rd Drilling on the Upper deck and guard mounting passed dark. Reached Van Buren about 6 P.M. only four miles distant from the fort. Lay here two hours and sent out some scouting parties. Reached Fort Smith about 1 A.M. learned that the Garrison had evacuated landed artillery, and then stood on guard duty till day. Town entirely quiet and making no demonstrations at our arrival. The men all reached here expecting to be compelled to attack, but behaved themselves very well.

Wednesday April 24th

In the morning early to the fort, which presented on every side evidences of the hurried manner in which the Garrison had fled, in front of the barracks, in every room of it were trunks & chests hastily broken open and with their contents strewn the floors, they had apparently taken what was of the most value, careless what became of the rest, clothing, books, letters, miniatures were all scattered in confusion, the fire was still burning in the kitchen and the meat and bread for the coming day was on the table. Some few prisoners were taken and admitted to parole. The families of many of the men were left behind but were not annoyed. At 10 a.m. Battalion parade in front of the quarter, the Southern flag raised and saluted, other companies from town and from the country arriving. In the afternoon, pitched our tents under the walls, and secured our rations. 25th On guard duty for twenty-four hours, two on four off. Parade of the Battalion to day and a speech from Col. Borland. Rumours of an attack upon our position prevalent. Grand rounds made,

was up all night, visiting the out posts when not on duty.

Friday April 26th
Aroused at midnight, to repel an expected attack, all the force under arms, and the guns placed at the entrance, on picket guard on the Poi leave, scouts (mounted) through the woods for several miles around. Renewed rain before morning.

27th Struck tents this afternoon and sent baggage down to the boats, but as no orders had been received, the baggage was sent back and tents again raised. Marched into town for supper.

28th Struck tents. at 11 a m marched on board of the "Lady Walton" 275 men on board. Much crowded. No provisions on board, and the captain deserted the boat at the first landing. The town companies paraded to see us off, and the companies left with the best wishes of the citizens.

Tuesday April 30th/61

Reached Little Rock at 2 P.M.
a good reception. Sent baggage to
the Armory, and then marched in
battalion to Gov Rectors, who addressed
the troops, and invited them in to
some champagne, conversations were
then dismissed.

The companies have all behaved on this
trip with Uniform good behavior, and
though many were not the best of material
no occasion for extra authority was
displayed. With some few exceptions
the trip has been a very pleasant one,
to be remembered with credit by both
men and officers.

Little Rock Arsenal

Arkansas Seceded on the 6th May
Camp Ashley June 1st
Capital Guard sworn in June 3
Transferred to Confederacy July 26

On the 18th June 1861 the Capital Guards struck their tent at Camp Ashley, and with three hearty cheers for the camp ground where so many pleasant hours had passed, marched to the Arsenal, where tent were again pitched.

Encamped here, was the 6th Ark Regt of which our company was a part, and several separate companies from La, and Ark, waiting the formation of a Regiment. In the afternoon, the Regiment, was paraded in the grounds in front of the arsenal, its huge length coiling around the square, when orders for the Regiment to march to Pocahontas, Randolph county were read by adj Gen Burgevin.

Our Company, by right of priority is the first in line, the other companies are the Dixie Grays, Capt Smith, Fayette Guard, Capt Hill, Dallas Rifles, Capt Cameron, Columbia Guard, Capt Austin, Lisbon Invincible, Capt Turner, Voltigeurs, Capt Kingswell, Quachita Grays, Capt Barnes, Yellow jackets, Capt Echols City Guards, Capt. Sutherland.

Col Lyons, Lt Col Hawthorne, Major Kilgore, O M Hardnett, Regiment numbers 850 M

Wednesday, June 19th /64

at Sunrise this morning, tents were struck and waggon loaded. after very long delays, the Regiment formed about 10 a.m. and marched through town to the landing. The day was intensely hot & dusty, yet none in the company felt the discomfort, bided, as they were in bidding good bye to friends & relatives who blocked the streets, and considered that we were going where there was too small a chance for return. Few in the company that did not weep. At the landing the 1st Division under Command of Capt Peary Cropped to the opposite side on the S.B. Alamo and halted on the river bank for the rest of the regiment. Some kind friend, had sent a few Kegs of Lager for us, which were very welcome. After the regiment had all Cropped, we marched in very straggling order, thro deep sand without shade, and with frequent halts to Ink Bayou, $4\frac{1}{2}$ miles, and camped about sunset, all very much fatigued. At night, Huyck, H. Fisher, and several others came out to see us, bringing plenty of Whiskey with them, and keeping the camp awake until a late hour.

Thursday June 20th 1861
 An early reveille, but a late start,
 the road becomes harder, but the day
 is very hot, after marching 8 miles, we
 stopped at 10 O'clock for a rest, until
 3 P.M. when we marched to Bayou two-
 mile six miles further, Had but a
 scant supply of water. 14

Friday 21st -- Reveille 4 a.m.
 Started at six, passed through Atlanta
 Prairie Co. The Regt received many
 courtesies on the march, and many
 ladies came out to camp to see us, Camp
 on Bayou Metoe, a very poor camping
 place, with miserable water. 15

Saturday 22nd. Reveille at 2:30
 a.m., start at five, passed through
 a much better country, Camped at
 1 P.M. on Bayou Des Arcs, 16 m

Sunday 23rd Passed through Searcy
 White County, escorted by Fifers Cavalry
 which is encamped here, Went four miles
 beyond & camped on Little Red River.
 Had a glorious bath in the river. 9 m
 Rain at night.

wagon 28 yds. ^{8 2} 60d

Monday June 24th 1861

Morning rainy, Waggons let down the hill to the river by hand, had to ferry baggage across, & carry it up the hill, a very fatiguing job. Heavy Showers on the road, drenching, but cooling us all off.

Camp on Stephens Creek 10 m

Tuesday June 25th 11 m

Wednesday " 26 14 m

Thursday " 27 8 m

passed through Bataville

Friday 28. lay in camp all day, heavy rains, camp flooded.

Saturday 29th 13 m

Sunday 30 12

Monday July 1st 12 m

Waded Strawberry river.

Tuesday July 2nd 14

Morn very cool, fires comfortable.

Waded two deep and wide streams, Camp on east side of Black river

Wednesday July 3rd 10

more cool, passed through Pocahontas to Camp Missouri 2 miles

186

an average of 12½ m a day

Thursday July 4th 1864.
 This has concluded a march which
 will compare favorably with performances
 of the best soldiers. A record like this,
 can scarcely show what suffering has
 been endured, most of the men unused
 to long marching, have made most
 of the march with feet too blistered to
 stand on. The weather was intensely
 hot all the time, and the marchers were
 necessarily during the hottest part of the
 day. Yet all stood it well, and on reaching
 camp, would pitch tents, & prepare for cooking
 with all the quickness of regulars.
 Our life in this camp where we remained until
 Aug 2nd was very regular. Drill at
 5 A.M. Company drill, 7 to 9, Battalion drill
 3 to 5, Dress parade 6 P.M. Tattoo 9 P.M.
 Sup, 9.30. A very large amount of fatigue
 work was done, two drill grounds were cleared
 out in the forest, while guard duty was a
 very heavy, details being furnished daily
 to the town, as well as at camp. Drills were
 also often held under a hot August sun.

Thursday July 25th 1861.

Regiment paraded at 9 A.M. this morning in accordance with orders previously read. A few remarks having been made by Col Lyons each company in its turn was marched up to the Colors, and a vote taken to ascertain who were willing to be transferred from the State Service, to that of the S.C. those declining were required to step out of ranks, slack Arms, and were addressed as Citizens. Loud & frequent cheers were given for those who became C Soldiers, as the vote progressed, and the scene was exciting. One Company was entirely disbanded, but five or six remaining (Yellow jackets). The Regiment lost about 200 men. our Co lost 23. Much feeling was displayed by all, some at the thought of leaving the Comrades under such circumstances others because they were treated the same as ever by their Comrades. Others because they already regretted what they had done in deserting their country's Colors.

See additional remarks about the Visit & speech of Gen Bell, to dissuade the men from joining the Southern Confederation.

Friday July 26th 1862. Company
On guard duty, owing to our reduced
numbers, and the number of posts. We
are compelled to stand two hours on, and
two hours off. In the evening, at Dress
Parade, Brig Gen Hardee, & Col Hindman
were present and the Companies were sworn
into the service of the Confederacy by the latter.

Thursday August 1st
Companies leaving all day, struck our
tents, but remained on the ground

Friday August 2^d 5.10
Marched to Camp Shaver, on Fouché de Mass

Saturday Aug 3rd 12.30
Struck Camp at noon, marched to Martins
where we remained till six P.M. then went
six miles further and bivouacked for the night.
did not unload waggon, & lay down without
Blankets.

Sunday Aug 4 6.40
Started at 4 A.M. & went on to Pittmans
ferry on Current River were all wearied
out from fatigue & hunger

and remain in the state of state troops.

Tuesday August 6th 1861

Hot in the extreme, struck Camp, crossed the river, marched 1 mile, crossing into Missouri. No water at our camp it has to be hauled from the river in Bolo Wells are to be sunk, detail having been made for the purpose. Col Lyons being in command at Poca hunter, Lt Col Hawthorne is in command. It is reported that we have moved to the place contrary to orders, and that Col Lyons is under arrest.

Monday Aug 20th 9 m

Orders from Harker to proceed to Blue River. Started at 5 Pm night clear & cool, Camped at Martinsville at 9 Pm.

Tuesday Aug 21st 18 m

Started at 7 a m marched till 10 am. 9 miles. Started again at 12 m and went to Eagle Creek, the regiment completely exhausted and scattered along the road, not a new man coming in at the halt. The day was extremely hot, and water was scarce along the road.

Tuesday August 21st 1862 11/2 m
 Morning. Showery, warm. Started about
 9 a.m. passed through a beautiful rolling
 country, different from any we have seen
 yet. Heavy showers met us through road
 muddy. 2 P.M. reach Black river at
 Reconciliation Camp on the river in the
 bottom. rain at night.

August 28-29th 30
 Hardee's forces retiring from Greenville.
 Troops are crossing the river all the
 time, day and night, and make an
 animating sight. Infantry, artillery, cavalry,
 crossing a rapid running - wide stream

August 31st 5 m
 Muster of the Brigade in the morning by
 Genl Hardee. 3 P.M. struck camp and
 marched five miles.

Sunday September 1st 12 m
 an early start, irregular march. day very
 hot. Camp on Little Black river.

Monday Sept 2^d Martins 8 m

Tuesday " 3 Pittmans 11

an early start crossed the river at 9 a.m.

Tuesday Sept 24 1861 6 m
 Broke Camp at 10 a.m. crossed at Ferry, at
 12 m. marched through Buck Skull along the
 river most of the day, through wet muddy
 bottom to Little Black river: pioneers ahead
 cutting & mending the road

Wednesday Sept 25 15
 Waggon train ahead. Road still through the
 bottom, and in the main very good. Reroute
 at 2.30 a.m. Started at 6 a.m. reached camp
 on Cypress Lake 2 P.m.

Thursday Sept 26 8 m
 Morning cool - cloudy. Roads bad in the extreme.
 no two men marching together but all pick their
 way through the mud as if skirmishing. Crossed
 Big Black R on the ferry. went three miles
 beyond, and camped in a "hurricane" where there
 was scarcely room to place tents.

Friday Sept 27 12 m
 Morning cool - clear, start at 7 a.m. march
 very slow through the bottom, passed some beautiful
 prairie openings, then into Cache Creek bottom, very
 muddy & difficult to pass, reached Crowley's
 ridge at 2.30 and camped

Saturday Sept 28/86 14 m
 morn cool clear start at 6.30 am
 road good, over a high rolling ridge, ~~thru~~
 through woods, with some settlement. Reached
 St Francis R. at Chalk Bluffs 11 a m
 crossed on the ferry, and camped on the
 opposite side.

Sunday Sept 29th 18 m
 cold-clear, start at 6.30 am, road ascended
 a high broken ridge, for 2 1/2 miles, then
 into a dry bottom, with prairie openings, well
 settled, passed several small towns, reached
 Clarksville, Dunklin Co Mo at 2 p m and camped
 on Watkins camp ground, at end of plank road.
 Bro in law of St Col Hawthorne was killed in a
 drunken quarrel.

Monday Sept 30th 18 m
 Started at 7 a m on the plank road for
 12 m, through swamps, and land sunk by the
 earthquake of 18- a desolate dreary looking land
 at 1 p m got on good road and camped on a
 lake.

Tuesday October 1st 16
 Road good well settled. Reached Point Pleasant
 and camped in the open fields near town. Many of
 our boys on the trip for the first time.

Wednesday October 2^d 1861

Waggon's ferried across the river and start for Columbus. 4 P.m. strike tent, and carry baggage to the river, 10 P.m. embark on the S.B. Ingomar, 12 m. leave for Columbus

Thursday October 3rd

10 a.m. reach Columbus Ky, disembark. Lay on the river till 3 P.m. when waggon's having been provided, we marched out 5 m on the Clinton road, and camped on Little Obion, a creek made celebrated by Dave Crockett explorer

Monday October 7th

March to town, and camp near the depot about 10 a.m. some federal's gun boat, appears within range, and commence firing, our battery responds, firing of shot & shell for about 30 minutes when the boats retire, no damage done

Tuesday Oct 8

Morn cold, 3 days rations cooked of salt beef crackers. 6 P.m. on cars, open, no backs to the seat, much crowded, and the night very cold, Run to Humboldt Tenn and lay till day light

Wednesday Oct 9th 1862

switched off on to the track of the Louisville R.R. and reached the Tennessee R at dark, where we camped

Thursday Oct 10th

Marched to the river, wagons & troops, ferried over, bridge being incomplete, got into the cars, night very rainy.

Friday Oct 11th

Col Lyons was killed last night by his horse springing over a precipice, and falling on him, his body brought along, Train starts at 6 P.M.

Saturday Oct 12th

Train runs very irregular, many stoppages on the road, reach Bowling Green at dark ordered on to Cave City, reach there at 1 a.m. and camp

Sunday Oct 13

Clear pleasant, cooked 3 days rations, struck tents at 3 P.M. left most of the baggage, marched 1 m beyond Horse Cave, and laid in ambush for a party reported to be marching to attack the town, night very cold, and laying on the ground without fires or covering, compelled to keep

strict silence, with the prospect of a fight at any moment, was not pleasant to any of us

Monday Oct 14

Staid at Horse Care, sleeping till 11 a m returned to our camp at Care City

Wednesday Oct 16

16 m
marched at 1 p m, country rolling, well settled, camp at 6 p m at Blue Spring, rain at night -

Thursday Oct 17

7 m
morning rainy, started at 12 no. in the rain, road deep in mud, went 7 miles & camped at 9 p m. the watch word of battle was given out Regt formed in line in the road, leaving waggon behind, 1 co sent ahead mounted behind the cavalry scout, come in and report Green & Barren rivers unfordable, return to camp (near Monroe). The object of this expedition was to surprise a portion of Roussell's regt at Greensburg. The scout took in 12 miles

Saturday Oct 19

12 m
in camp yesterday. struck tent at 9 a m clear & pleasant. marched to within 5 m of Care City

Sunday Oct 20

5
Returned to Care City

Monday Oct 21st 1861 14

Struck tent at noon, march very hot and fatiguing, reached Rocky Hill station at dark, received orders to return to Cave City. Camped here

Tuesday Oct 22 14

Marched back to Cave City

Wednesday Oct 30 9m

Struck tent at noon, went nine miles on the B Green road. Camped in a field

Thursday Oct 31st 5m

Reveille at 3 A.M. morn cold & frosty, start at 7 A.M. and march to Rocky Hill station all of the Cave City troops here.

Friday Nov 1st

Paler alarm from the pickets, long roll, and the Regiment slept on arms all night. Caused by one of the pickets shooting another, either from liquor, or an old grudge.

Thursday Nov 7th 1861 12

broke camp at noon. march very hot & fatiguing, country beautiful & well settled. reached Ballard station after dark. Camped

Friday Nov 8th

moved camp into the woods. another false alarm & long roll at night, Regt in line of Battle

Thursday Nov 22nd

Reported crossing of Green River by Rogers. another false alarm at night with the long roll

Tuesday Nov 26th

9 m

clear & cold. Broke Camp at 7 a.m. marched at 10. went to Graham's, three miles from camp, Green. Camp on Barron river

Sunday December 8th

8 m

cloudy. damp. warm. Broke Camp at 9 a.m. marched on the river, camp at dark

Monday Dec 9th

12 m

Bell's Tavern, 2.5 m. showers on the march.

Tuesday Dec 10

12

Horse Wells. report of the enemy in vicinity.

Wednesday Dec 2 11/61
 clear very cold, two days, nation cooled up
 consultation of officers, attack on the enemy
 determined on. Rumours rise in Camp

Thursday Dec 2 12. 5 m.
 expedition forbidden by Gen Harder, marched
 over to Cave City

Friday Dec 2 17. 22 m.
 started at 9. & m. having tent standing
 made Brigade start, Gen. Hanger accompanying.
 went to within 15 m of Green River, wagon train
 ahead. halted at McDonnell's wagon train ordered to
 the rear, 6th started to the front, double quick, pass federal
 prisoners, some wounded. 6th ordered to the rear to
 prevent being cut off. Col Perry-Charger 12 Co
 federal, is killed, Brigade falls back 2 miles
 & retreats, then return to Cave City.

Saturday Dec 2 20/61 12
 Co. A. & one Company from the 2^d Regt, one
 Co. Cavalry, one pr artillery, start about 10 am
 beyond Horn Cave, halt at north tearing up RR
 tracks, the other batt deployed on the mountain with
 the woods, report of our being cut off, recalled at
 12, my found the camp in confusion, ready

to start to join us, baggage piled up ready to
burn.

Sunday Dec 22nd 1864

4 m

Rainy - very cold. Broke camp at 12 m
marched 5 m, below Bennett's Knob, & camped
night rainy & stormy

Monday, Dec 23rd

3 m

Rainy - very cold - moved to Bell station
and camped, built chimneys and
here we had the 5th B.

Wednesday January 15th 1862
 moon, clear, warm, pleasant. Army is
 employed in tracing up the R.R. track, filling up
 the tunnel, blockading the roads by felling trees,
 ploughing them up &c

Sunday Jan 15th
 Lone City Hotel, depot & R.R. depot above
 burned by order of Gen. Nelson

Thursday Jan 15th
 cold cloudy, storm & fog all night

Thursday Jan 15th 15
 foggy, 1 days rations to be cooked, Surgeons
 have their instruments ready, started about 3 o'clock
 tent standing, went by country roads, some about
 noon, over the hills, across fields, to water. With
 night, very cold & dark. Staid on the hill side back of
 the hill all morning, no enemy appeared. Reports
 of them being at Horse Cave. The force on this
 expedition was about 1200 infantry & 200 cavalry.
 Its object evidently was to blind the enemy to the location
 of Union forces, as well as to see what they are doing.

Friday July 24th 1861

15 m

staid at Water Mill Hill 10 a.m. Returned on the turnpike to Bell's station. Regt completely exhausted

Saturday July 25th

10 m

Day very cold - some snow. Broke Camp at 8 a.m. Marched to Dripping Springs.

Wednesday July 12

16 m

Broke Camp at 7 a.m. More clear + pleasant. marched to Fair Ground at Bowling Green and camped. The troops have all left here, and the place is almost entirely evacuated. Our band serenaded several houses coming down. Large fires in town at night

Thursday July 13.

Long roll at 5 a.m. fires in town, Regt ordered into a fight. Much alarm in town. R.R. bridge destroyed. Pike bridge burned. Martial law proclaimed.

Friday Feb'y 14th 1862. 12 m
 3 days prov cooked. Orders to be ready to go
 on the cars, while loading up. The enemy
 commenced shelling the town about 11. a.m.
 marched across the fields & got on the Turn-
 pike, tents nearly all abandoned, much camp
 property burned. Ambulances & broken down
 waggon burned, the depot in town, RR Hotel
 forage &c destroyed. March continued till
 after dark, road very wet & bad, bivouac
 on the road at Woodberry, no sleep, waggon
 not unloaded.

Saturday Feb'y 15th
 Co's ordered to carry 130 lbs & be ready to take
 the cars. to Murfreesboro (Left the Company here)
 going, then by Hornsback

Sunday Feb'y 16th
 Reached Nashville at 4 P.m., town in great ex-
 citement, rumours of the approach of the rebels
 and that the town will be surrendered. Streets
 filled with marching troops, & with citizens
 leaving

Monday, Feby 17th 1862

excitement still continues public stores being distributed, Hospitals emptied. the sick told to take care of themselves. no stores open. hotels all closing. left town. Road for five miles completely blocked up with troops and trains awaiting orders, Report of the Generals being in consultation whether to defend Nashville or not

Tuesday, Feby 18th

Rejoined the command at Nashville

Monday, Feby 24

6 mi

Broke Camp at 10. and marched till 1.15 w
camped near Christiana.

Friday, Feby 28

14 mi

Broke Camp at 7. a.m. marched within
4 miles of Shelbyville.

Saturday, March 1st

21

Marched thro Shelbyville, Crossed Duck R. and
ELK ridge of the Cumberland Mts. Camp at
foot of the ridge

Tuesday March 4th 1862 10 m
 Clear-cold. Broke Camp. Marched 1 m
 beyond Fayetteville, crossed Elk river.
 Camped on the same ground that Jackson did
 before moving to D. Citizens very attentive, haul
 us in wood - flour - forage

Wednesday March 5		12
Thursday	" 6	snowing 12
Friday	" 7	10
Saturday	" 8	15

Morn cold - passed through Athens, Ala,
 marched within 3 m of Decatur & camped on the RR

Sunday March 9 4
 marched on the R.R. track, passed through
 town, across Tenn R. Camped 1 m beyond on
 the R.R. waggon do not get over. Regiment
 disperses. Throw a tent. Heavy rain at
 night.

Monday March 10
 Waggon come over on the cars. about 4 P.M. and
 take our families. Many of the men have gone over the
 river until.

Tuesday March 11/62

12. m

Wednesday March 13th/62

9

Cool-clear. passed thro Cortland. Camped on Big Prairie. The road from Decatur to this place has been bad in the extreme, badly cut up and overflowed. requiring pioneer parties ahead all the time.

Friday March 14th

packing up extra baggage, three days rations to be cooked. tremendous rain. Camp overflowed.

Sat March 15

Rain in morning - cooler. Broke Camp 3 P.M. got on the cars. Started at 6, night very cold. 45 in car - (stock car)

Sunday March 16

Reached Corinth at 2 P.M., camp 1 mi east of town. We are now in the 5th Division of the Army of the Mississippi, com by Gen Bragg. Under Gen Beauregard.

Beauregard commands the force. Gen Sherman commands the Army of the Mississippi. Gen Van Dorn commands the Army of the West.

Saturday March 22nd / 1862. 4 w
move Camp 4. m, across the R.R.

Sunday March 23rd.
Brigade under Arms. Foults of the Cavalry
drummed out, the band playing Yankee Doodle
Rogues March &c

Monday March 24.
another man drummed through Camps for
stealing. Orders to cook up 3 days ration,
march at dark, transferred R.R. to 5 m
went about 12 m, bivouacked until day

Tuesday March 25.
march again about 1 m and bivouacked
at 4 m, and bivouacked until about 12 m

Wednesday March 26.
Rt to camp about 12 m
the object of this reconnaissance was to ascertain the
position of the enemy, and the condition of the ground. It
was a very expensive and vexatious affair, as we had to
wait for the enemy while out.

Thursday April 3rd 1862.
 ordered to take three days rations and
 camp then in our hands. the days
 rations carried in the morning. the tent taken
 for each company. the morning arrived
 to the army. the Knobs with the
 the army, started about 4 Sundown. force
 accompanying it unknown. went across
 the R.R. and on the Purdy road till
 9 P.M. went about 15 mi. Night rainy.

Friday April 4th 1862

Rain before day started about 7 A.M. left
 in front. day clear and exceptionally hot, road
 not so good, passed many Penn Regt. on the
 road, ready to move, loaded up guns. went till
 about 3 P.M. and halted to rest. very heavy
 showers of rain and hail. heavy firing heard
 near us. Ordered across the road to support School
 battery. double quiked over the hills and then back
 for a mile. orders and addresses from Gen Johnson
 to the army. read

Saturday April 5th 1863

Morning rainy, up from 12 m. day cool & clear. Started at daylight, returned to the road, and went to within about four miles of the Tennessee river. Rapid scene of yesterday's fighting, marched, and counter-marched across the hills at common time, and double quick for an hour, at last formed into line of battle in a hollow. The artillery above us, on the crest of the hill, the other infantry behind that, concealed behind the hill. Gen. Bragg, Johnson & Beauregard, passed along the line, skirmishing constantly going on in our front and on our left. At night, our Regiment, ordered on picket guard, federal drums distinctly heard, shot from our own and their pickets. The calls of their guard heard. Night very cold, and the men wear out with hunger, fatigue & lack of sleep.

When I stood on Picket Guard I do not think I was more than twenty or thirty feet distant from the federal out post and have no doubt they were equally aware of our proximity.

Sunday, April 6th 1862

Heavy firing heard on our left. formed into line of battle, and then moved back to our position in the first line of battle, Gen Harder chief of divisions, At once, ordered to advance, and passing one line of skirmishers, pushed on, the enemies skirmishers falling back, passing thro the woods, across a small branch, and a fence - we were in front of the enemies first line, distant about two hundred yards from us who greeted us with a hail storm of bullets, laying down, the slope of the hill protected us from their fire, till ordered to advance, when we charged, with a shout and a will that made the enemies fall back. our loss here was heavy, and we stood here some time firing at each other, until our batteries came up and forced them out of range, we then moved forward again through the woods, and crossing a small clearing when we came in sight of the enemies camp. animated by the sight we charged up the ascent and through the line of tents, and into the woods beyond. A little behind this was an open field, the federal drill ground, about two hundred yards wide, on the opposite side, the

enemy were concealed in the woods. Across
 this open space our regiment charged, the
 other regiments following by the flank through the
 woods on each side, here we suffered our
 heaviest loss, one man being killed, and eight
 wounded in our company, we however broke the
 enemies line, here though the fire came hot
 and heavy, the balls were flying thick & fast.
 While the cannon having our range, done much
 execution, here Gen Hindman horse was killed, &
 his self hurt by its falling upon him. Col Shaver
 was placed in command of the ~~infantry~~ ^{division}. Col Hawthorne
 of the brigade, and Major Cameron of the regiment.
 being completely worn out, our regiment was
 now ordered to the rear to rest. The fighting
 continued however until night when the enemy
 were driven to the river bank, and we secured
 in possession of the battle fields.
 Gen A. C. Johnston killed by a shell. The men
 nearly all obtained good gains on the field, leaving
 the old one in its place.

Monday April 7th 1862.

Our brigade to day was in the second line of battle, formed in front of the encampment, while here up to about 10 o'clock an artillery war went on, the grape & rifle shots coming close to where we were lying. Then ordered to advance we copied the scene of yesterday's exertions, and halted directly in rear of the 1st line, now close to the river, the gun boat batteries, and infantry were all playing on our ranks. Soon part of the front line gave way, when our regiment was ordered up to fill the gap, but after holding it for a few minutes, broke, and despite all efforts could not be again rallied, but left the field entirely.

Passing the camp, the road was filled up with chagglers from the battle field, with wounded men limping on & mags on the field hospitals were being evacuated, and the wounded as they arrived were compelled to proceed still farther on, some being carried six miles. The road was deep in mud, and many mags had to be lost. At night we had a heavy rain, which must have proved most fatal to many of our wounded.

Wednesday April 21st 1862
 Five companies of the 11th Regt detailed
 to day on fatigue, went within two miles
 of Grinnell on the R.R. went into the pits
 near the R.R. where extensive rifle pits were
 being dug on which we worked till 12 M
 when we were relieved by the other Co's of
 the Regt. The works are constructed
 made to protect each other by cross fire.
 The pit deep, seven feet wide, with an
 embankment on the outside and about
 12 feet from the ditch, the intention being
 for the men to load their guns in the
 ditch, and then crawling up to the bank
 fire over. A party with axes were also
 detailed to cut down the small trees
 and saplings in the opposite woods so that
 cavalry or artillery can enter them.
 Thursday April 22nd

On the same fatigue. Finishing and
 angle where three cannon are to be
 placed. The men feel but little ex-
 pectation of having to fight at this place
 as all looks too formidable for an attack
 but the fed will venture to attack.

Wednesday April 30th 1862

Reveille was beat about 1 A.M. and
breakfast ration ordered to be cooked.
At 8 A.M. tent men struck, and the
Regiment marched to the new Camp ground
on the Mobile & Ohio R.R., about 1 mi
from Birney, near the small water tank.
The road excessively bad. The camp on out-
side of the intrenchment has all been
moved in. Parker an officer at work
throwing up works.

Saturday May 3rd 1862

3:30 P.M. Regiment marched with arms on
the trenches. Work by details digging galleries.
about sun set heavy firing heard to the north
ordered to Birney near the trenches.

Sunday May 4th

Went into the trenches at sunrise. Price
ran down & Harder passed in front of our
line. At 1 P.M. ordered our Pickets, went
about two miles out near to Harrison's
encampment pickets reported within sight of
ours. night cold. heavy rains.

Thursday May 8

~~Monday May 5 1862~~

Received about 10 A.M. by ~~train~~ Regt
and returned to Camp. Road overflooded
in places with deep water. Two Companies
of Gault's 12th Ark are attached to our Regt, the
balance of their command having been taken
prisoners at Island 10. Reorganization of
Company's under the Conscription act commenced
before elections are completed firing is heard on
our left on the Farmington road, move out
to the trenches. At dark ours and Cleburnes
brigade moves out on the Mobile & O R.R.
about two miles to keep up as reported the
communication with Price & Van Horn who are
said to be attempting to surround the enemys ad-
vance guard. Signal guns fired front & rear, at
10 p.m. return to our trenches and lay down with
orders to be ready to march at 3 A.M. with
two days rations. Night very cold.

Monday May 5. Returned to camp
at 3 P.M. Road overflooded

Tuesday May 6th in camp

Wednesday May 7. Received at 5 A.M.
at 8 move out to the trenches. Two Companies
are posted on picket on the R.R. with
very cold.

Friday May 9th

10 m

5 a.m. returned to camp. 11 a.m. moved out on the R.R. a heavy force having preceded us skinning heads to our left. moved out into the woods on our left, reached the Harnight road, formed line of battle in the woods, left of town, threw out skirmishers in front of brigade to protect our rear, and then moved back. The enemy having been completely driven back with the loss of their camp and one battery of artillery. Their number unknown, we had only three Regts. engaged. returned to camp after dark. Fine day.

Saturday May 11th

Went to the trenches for twenty four hours.

Sunday May 12th

Went over near by evening to the trenches to work all night. The morning with three clouds in position. Two days of rain to be seen in the air. After night all clear and the morning at 10 a.m. the trenches were in the hands of the enemy.

Wednesday May 14th 1862
 At 4 P.M. to the trenches at the
 R.R. on guard duty for twenty-four
 hours

Thursday May 15th
 At 5 P.M. Brigade was engaged by
 acting Brig Genl. Sherman and the Regt
 went through the shooting & firing in the
 trenches. Ret'd to camp after dark.

Friday May 16th
 Day of fasting & prayer appointed by Genl.
 Burn. At 5 P.M. marched to the trenches
 when the whole division was assembled
 and heard a sermon from Dr. Palmer of
 Genl. Polk's & then returned to camp.
 Want of water is becoming a serious evil
 in our camp and very heavy duty on each
 of us, at work on the wells in camp and at
 the trenches.

Saturday May 17/62

At 5 P.M. the Regt marched to the trenches for service five companies, including Co. F were placed on Picket on the right of the R.R.

Sunday May 18

Windy on our left before day, skimmish heard all day, heavy towards night. Relieved at dark - returned to camp. Long roll beat about 2 A.M. Some musquetry heard ground line of battle, started again & then laid down again. no further alarm.

Tuesday May 21

Rain before day. To the trenches on the right, working to widen the embankments. returned at noon with orders to cook three days rations. At night had orders to move at once with three days rations but there were countermanded before we left camp. very heavy rain at night

29th W. A. T.

Wednesday May 21st 1862
clear & pleasant. Left camp at
3 P.M. taking with us blankets, and three
days cooked rations, and two days ration
taken along in the waggon. Marched over to
the trenches where we joined the balance of
Hardee's division. and started about 1 P.M.
passing through the trenches of the advance
line, and marched about two miles beyond.
when we lay on our arms till about 2 A.M.
Thursday May 22^d 1862 when we marched
on more rapidly, at first nearly due South when
crossing the M & O R.R. we marched East & S-E
until about 8 A.M. we passed Rust's brigade
also Price's & Van Dorn's Command. After marching
all about ten miles we were halted in an old
field, and while we sheltered ourselves from the
sun, the advance - again passed us going ahead
as we were looking for our own orders to proceed
the generals with their escort came back fol-
lowed by cannon, and the infantry that had
just passed on. Something had evidently, turned
up to prevent the consummation of a well
devised plan to get in the rear of the enemy's
advance guard at Farmington, and we learned
that the enemy had taken the alarm and

fallen back to Seven mile Creek near Monterey. we marched back very slowly, halting every few moments, and reached Camp about 10 p.m. thoroughly tired out.

Friday May 23

Over to the trenches, at work strengthening them, staid till 4 P.m. Heavy thunder storm wind & rain.

Saturday May 24

At 3 P.m. went on Picket, as we reached the R.R., heavy cannonading was heard on our left front. one ball passed over the works inside of lines. afterwards learned that the enemy were at our picket stand of May 24. Musquetry heard all night, as well as the drums & band in the enemy camp. night very cold.

Sunday May 25

shots occasionally heard in front. relieved at 3 P.m. returned to camp, orders about restricting baggage & number of tents.

Monday May 26/62.

Heavy firing about 3 P m. Went to the trenches, were ordered to the front on our left beyond the R R about 1 m. Returned at 10 P m.

Tuesday 27

Went to the trenches finishing a bastion for cannon, very hot, working till 3 p m. orders to cook up 4 days rations & be ready to move by 4 a m. firing heard during the night.

Wednesday 28.

extra baggage burned, waggons loaded. orders follow orders. each company ordered, at 12 m repair to our trenches, Heavy firing close in our front, wagon train all passing southward day hot in the extreme. Slept at the trenches.

Thursday 29th

day very hot, quiet, at the trenches and under the shade in the rear, alternately till 12 m move beyond the trenches to the left into the fields, the whole brigade out, 2nd ark on picket in our front, the enemy throwing shells to our right, threw some over us, inside our

trenches. At dark the siege guns at the trenches were taken down & put on cars, at 10 p m our Regt (the last out) marched back in silence to the trenches, the pickets fell back one by one and joined us, and at 12 m we moved through the trenches, southward, passing thro Van Dorn's camp. where large numbers of sick & great quantities of provisions were left, the last to be burned. We marched on rapidly till 6 a m on

Friday May 30 when we halted at Deville, heavy firing in front to our left. rested here till 9 a.m. the army passing us when we again brought up the rear. near here was a creek bottom, with a wood bridge over the creek, an earth work for two pieces had been built here, and trees half cut through ready to fell across the road in case our retreat was molested. Cleburnes Brigade was left here for the purpose. passed thro Rienzi and halted till sunset to rest. moved on at sunset and went some five miles farther & camped for the night. Reports were rife in the country of an enemy in our front, of their having taken & burned a large number of our waggon & also two trains

Saturday May 31st 1862
 Reville about 4 A.M. started about
 6 A.M. moved on with frequent halts until
 12 M. when we rested in the woods, day
 very hot, & the men completely exhausted
 started again about 3 P.M., passed thro
 Carrsville & Baldwin, and at night joined
 our waggons & camped.

The evacuation by an army of at least 70,000
 men, encumbered with waggons, baggage, & many
 sick of a place, within less than a mile & half
 of a vigilant enemy, was an entire success. We
 lost no baggage & no men in effecting, and the
 entire army after moving out by three different
 roads effected its junction at Baldwin in safety
 on Thursday night. Our band went thro the different
 camps beating drums & building up fires, the
 locomotive ran up & down the road as usual &
 at dusk the stragglers cheered the arrival of a
 train as if troops had just arrived. On Friday
 a party of the enemy's cavalry made its appearance
 on the R.R., tore up the track, seized & burned two
 trains at Booneville & retired. The firing on the
 same day is supposed to have been loaded shells
 bursting in the burning cars. No waggons were
 lost distance travelled about 120 M.

Monday June 2^d 1862
Long roll beat at 1 Pm. Regt ordered
out and proceeded about 3 miles to a
bridge across Sascumbia river on the
Booneville road. Late in the day a section
of artillery came down. Heavy rains before
night wetting us through. at 6 Pm were
relieved and returned to camp. The alarm
is supposed to have originated from a small
body of federal cavalry scouting on the
outskirts of our army, and also from the
enemys advance being at Danville. On
reaching Danville two engineers were captured,
and a body of regular cavalry leading the army
was cut up by a masked battery of two pieces that
opened upon them at short range & were double
shot. Our artillery was then withdrawn and
the bridge burned. The enemy were heard cutting
timber during the night to rebuild with, but the
wet road must impede their advance con-
siderably.

Tuesday June 3rd 1862.

In the evening, the division formed line of battle & were reviewed by Gen Hardee.

Thursday June 5th

At 10 A.M. tents were struck and the waggons loaded up. The sick had been previously sent down by cars. Those unable to march with their companies ordered to accompany the waggons. The Regiment remained in bivouac on the ground, two waggons with cooking utensils being left. 19 men in the company. At 3 P.M. the Brigade marched to town, formed line of battle, counter-marched & returned.

Saturday June 7th

At 3 P.M. loaded waggons. marched on the Fulton road about 7 m. Had very cooling showers on us. day very hot & road dusty and hilly, Halted at Sundown.

Sunday June 8

Reveille at 3 a.m. start at 4.30 march very slow, frequent halts. Road not so hilly or dusty, more in the bottom. Halted at 11 a.m. till about 5 P.M. Struck through the woods.

to the RR and marched on the track to Tulapoa where we camped. March about 12 m.

Monday June 9th 1862

Moved camp about 2 m on to higher ground. Water very scarce.

Tuesday 10th

Cleaning up camp. evening dress parade order for drills, digging wells, and building bake ovens.

Thursday 12th

Rode over to Van Dorn's Command, found many of the brigades without tents, having brush arbores for shelters, the country for six miles around Tulapoa along the roads, in the woods, on the hills, is all one vast camp ground. Water & forage very scarce. Wells are being dug in all the different regiments to supply them with water, they are rarely more than thirty feet deep, water very good. Dutch ovens for baking bread are also built.

Tuesday July 1st 1862
 Having settled all business, obtained
 reports and bid the boys good bye
 I was prepared for an early start, and so
 after an early and slight breakfast I saddled
 my horse and left the camp ground, and
 the regiment & company whose toils I
 had so long shared. Striking out through
 the brush back of camp I endeavored to
 find the road to New Albany, and succeeded
 but unfortunately took the wrong end of it
 and found myself in the Pontotoc road near
 Dupelo, making the best of the mishap
 I determined to proceed via Pontotoc,
 although as I afterwards found the long safe
 road. A ride of a few miles passed me
 through Withers brigade, and I was on the
 road free, out of the Army lines and with
 nothing to remind me of War save the
 convalescent soldiers I would
 meet returning to camp. The country
 soon began to wear a cheerful bright
 appearance, the corn was nearly ripe &
 the country seemed one field of waving
 grain. At 10 it commenced raining
 heavily, and I stopped at a deserted

house for shelter, allowing my horse to graze. Passed around Pontotoc, but made no stay in it, went on to Mr. Ball's 4 m beyond and stopped, my horse being completely faded out. The road has been very good, rolling, but little water on them.

23

7/1/22

Wednesday July 2nd

Started after breakfast, morning cool and cloudy, road good. Reports of a fight at Holly Springs and of the feds being there. Reached New Albany at 11 A.M. rested till 2 p.m., went on to within 1 m of Hickory flat and stopped for the night. Road hilly and more sparsely settled.

100

30

Thursday July 3rd

Day clear and warm, heard on the road that the feds had left Holly Springs. Stopped at the toll gate for dinner. Started at 2 p.m. after crossing the R.R., learned that a runaway negro had stolen a white child living nearby, neighbors in pursuit, informed that the feds had been in town but just left. Rode on, on the edge of town saw Sol Rhine. informed me

that the federal pickets were still in town.
 rode on the Chulahoma road to Alexanders.
 thought I looked suspicious. rode on to McKinnys
 a very hospitable reception 23

Friday July 4/62.
 morn cool. clear, start early. stopped
 by pickets, stopped again by patrol.
 reached Chulahoma at 9.30, a.m., a
 very small place, some seminaries here.
 rested till 2 P.M. went to Irio, seven
 miles, and to Mr Martins 3 m., and
 stopped for the night. Road is on a
 ridge between Tallhatchers branch and is
 very dry 24

Saturday July 5/62
 Start before breakfast, day warm. passed
 through Loxahoma, road good. with
 some large plantations along, reached
 Senatobia at 9.4 m. stopped till 2.30 m.
 Jeff Thompson here. also some partisans
 companies. train from Grenada near this
 far. evening warm. road good. stopped
 at a Mr Sprocombs 22

Sunday July 6th 62

Started late, took road to Hutson bridge on Cold water, road fair & shady, being in the bottom most all the way after crossing Cold water, struck the Mississippi bottom. Crossed Beaver Dam Bayou by swimming our horses. Reached the river as a transport passed down. Went on to the landing & after waiting some time was crossed on a flat ironed over by hand reaching Helena after dark. Stopped at the Commercial. Many Missouri Officers here 29

Monday July 7th

Late start, road open & very dusty, reached Trenton at 1 P.M. found the town deserted nearly. Soldiers all gone. Rested till 2 p.m. and rode 8 mi and stopped 28

Tuesday July 8

Started at daylight, rode 4 mi & stopped for breakfast. rode on 18 mi & reached, road good, partly prairie, water scarce, day very hot. Started at 2 p.m. rode a couple miles & met with stragglers who reported the road ahead in possession 29

of the federals, and that our troops had all recrossed White river. Returned 8 m to Moro, and went two miles on the Clarendon road and stopped at Weatherford. 34

Wednesday July 9/62
 Started early, took a wrong trail, lost a couple of miles, rode to Chapman. 8 m took neighborhood road through the woods to Parker's mill. 8 m, could get no one to guide me into the river, went 5 m on the Hampden road to Wyatts, informed me that Clarendon was clear of feds. and that Curtis was coming down, hurried back, but too late, for Curtis entered town as I came in sight, rode back three miles on the Helena road to Mcrites and stopped. Was met with much suspicion, all imagining me to be a fed. 35

Thursday July 10 1863

Changed my shirt, threw away my cap & got an old hat of Mrs M Criter. Rode with Mr. M C to neighbors, feds had just been there, returned, and concluded to wait till evening, hid my horse & myself in the Corn field, and remained till about 3 p.m. Mrs M C sending me provisions. The feds foraged all around the neighborhood, took Corn, meat, 11 waggons from M C. at 3 p.m. rode with him to a neighbors house learned that his son was a prisoner. Concluded to go towards Durrell bluff, started & went to Nyatt and took supper, at 8 p.m. rode with him to a neighbors, heard of feds being in the neighborhood. started on the road to More, travelled till after midnight, tied my horse to a tree, laid down, & slept till near day break 20

Friday July 11th

Started before day, rode to Weatherford for breakfast. rode on the Cotton Plant road till I heard that there was a federal picket this side of Cotton Plant. started for Taylors creek with the intention of going com-

pletely outside of the line the federals were moving in, Road but little travelled, and hard to find, very lonely, hardly any settlements on it. At 2 P.M. reached Dr. Beards and stopped for dinner, and afterwards concluded to stop till morning when scout would return and report the condition of the roads.

Saturday July 12th 18
after Break rode over to Martins 1 1/2 m and waited till dinner time for Martin to return from Cotton Plant, as he did not return, started and travelled till 6 P.M. and stopped for the night. Road good crossing Big Creek, but poorly settled. Stopped at a millers.

Sunday July 13
Start after Breakfast, about 3 m crossed the military road taking a road to Pumpkin Bend on Cache River, road good but poorly settled, crossed ~~the~~ river at Bayou de View rode out on with in 4 m of Cache & rested till 2 P.M. Rode to Cache where the upper bridge had been stream full of fallen trees to obstruct

the fords, succeeded in taking the wrong road, and put up at the Widow Rodgers within 4 m of Augusta 34 m

Monday July 14th 1862 32
 Started late, reached Augusta, but had to ride on to Haches ferry. 4 m to cross white river, road good, ascending the river a couple of miles, crossed Little Red river where Curtishad crossed, remains of his bridge only left, passed through very extensive old Camps, and reached Searey at 3 P m

Tuesday to Adams 35 m
 Wednesday to Little Rock 21
 428 miles

Bellaire Ohio May 1875. desiring that my children may know something of these events from an actor in them, and also desiring to preserve my memory of places and times that can never be seen again as here recorded, I transcribe from my other journals into this book

Little Rock March 2^d 1861

I left home 1860 for
 this place, going through Washington D.C,
 Richmond to Norfolk & Portsmouth in an
 unsuccessful effort to collect for the paper,
 I left Norfolk on the cars for Synonburg
 on ————— and arrived in Memphis
 on ————— and took passage on the
 Steamboat Republic for Napoleon, where
 I arrived ————— and the same
 night met Lewis, and together we went
 on board Steamboat Kanawha Valley, for
 White River, Lewis leaving the boat at
 Clarendon and there taking stage for
 Little Rock while I went on to Des-Arc.
 After remaining there a couple of days, I
 returned to Napoleon, shipped the goods
 on board the D. B. Medora for Des-Arc
 accompanying them myself. Landing there
 Saturday morning I immediately got
 got wagons and by dinner time had
 them loaded. The wagons left town a
 little before sundown and I went
 with them to the camp with the intent
 to journey with them to L. Rock. and
 camped on the ground by the wagons.

Not feeling very well, I ate nothing, but wrapping myself in my shawl, I lay down by the camp fire and tried to sleep. A slight rain during the night, by its chillness kept me awake and at morning I found myself too ill to travel. Obtaining a horse & buggy at the nearest house, I returned to the inn at Des. Arc. where I lay for 4 days with a bilious fever. When able to move about I hired a horse & buggy to convey me to Little Rock.

From my arrival there until the 9th day of January 1861 I suffered from the debility of my system and the effects of the medicine I had taken. Suffering from a frequent recurrence of chills & fever, just able to light a fire in the morning and then set by the red hot stove shaking with cold. At night kept awake by heavy sweats that would leave me still more exhausted than when I had laid down to effect a cure.

On Wednesday Morning while suffering from a severe chill, we crossed ~~the~~ the Arkansas River, the morning was cloudy and blustering, the wind blowing cold from the North the direction in which we were going following the river up until we came to the Searcy County Line Road which we took. After being on the road a few hours, the chill left me, and I felt more mental and physical quiet than I had for months. We travelled on steadily making but few stops, and going on without dinner until near night when we stopped 18 miles from S. R at Griffiths. The road has gradually become very hilly and rocky while the land was barren, settle ment along it very sparse and not of the best character. At Griffiths we fared very comfortably, altho the building consist of but two rooms, one for cooking and eating, the other for sleeping, where all the family as well as the strangers

slept in peace. But few negroes were to be seen along, and the work is all done by the family.

Jan'y 10th Morning more pleasant, or my invigorated frame less sensible to the cold. The country we passed to day is very rocky & barren, and the settlements as poor, we crossed the Cadron, at present a bold running Mountain Stream, clear and cold as ice, it runs dry in the summer time. It empties into the Arkansas where the Fort Smith road crosses there is a ferry, but here, so near its source, we forded it, though the depth was considerable. We were off our road several times, and near night, left it, taking that to Muddy Bayou, which we crossed, it being a very considerable stream and stopped for the night at Mayberrys a family composed of five full grown young ladies, all very masculine, and as many half grown young boys. We fared very badly, the dirt preventing us from eating what there was on the

table, or enjoying our slumbers at night.

11th Clear and pleasant, road hilly, the land and settlements much better. Through the hills to Gainers store, and thence to Corans a very good stopping place. We passed many new settlements to day, and many old ones being improved. More negroes also to be seen, nearly every family owning one. Our fare for all that is no better, the richest farmer setting the same table as the poorer, with the exception that it may be neater furnished, and possibly some cleaner. Corn bread, Sausage, or spare rib, or fried bacon, with coffee make the meals for all day, and for each day. Milk is not to be had. but the pure cold water, contrasts so, with that I had at the Rock, that I am content with no other beverage but drink it constantly whether thirsty or not.

12th. Cooler, but pleasant, road very hilly, and Rocky, crossed fork of the Cadron, and went on to Red River, crossed on the ferry, after an ineffectual attempt to find a ford on this side. The river is a fine boed stream, about 100 yards wide, very low at present, as our boat grounded on the rocks in crossing. went on to Widow Kendalls, and stopped, the night setting in cold and rainy. Sales have been heretofore so poor, not paying expenses, I determined to return, but to night, making some sales, I concluded to keep on. Not being in good health, not understanding the business, I of course could not succeed, now I know where my error is, and by energy I think I can yet make it pay to stay out longer.

13th Sunday, raining all day. Did not travel, remained in the house most of the day, reading.

14th Still Raining. Sales however much better. In the same neighborhood. most all day. very unpleasant travelling, road pretty level, but very badly cut up. At Tannings at night, on the Richwoods Road. A miserable stopping place of one room, where fifteen persons sleep and eat, where all the washing and cooking is performed. This section (Van Buren Co) is settling up very fast. New houses being almost continually in sight. The land is good.

15th Heavy rains. Travelling however, although very unpleasant. Sales much better. Crossed the middle fork of Red River, a bold stream, banks very rocky and hilly, now much swollen by rain. Settlement much better and land much better than any I have seen on the road yet. Crossed South fork of Red River, also much swollen by the rain. Stopped at Callumers, the best stopping place on the road. Night very blustering and many trees blown down. Much cotton is raised through here.

16th Morning very clear and pleasant, went on the road up the river, very hilly, turned off the bottom road at Bradfords, and crossed a very long and steep mountain, into the middle settlement. Several farms are being opened on the mountain and in fact all along the uplands have been more cultivated than the bottoms, land good in the bottom, and much corn & cotton is raised. The upland very thin. Settlement not so good and sales poorer. This settlement is on the Devil's fork, Red River, at Hultkins at night, a miserable place.

17th Returned on the road, and stopped at the School house. Where the new preacher was to hold forth. built a big fire near by, and displayed goods on the trunk of a fallen tree. The attendance was tolerable, but I made no sales. Weather very cold, and about noon suddenly clouded up. Loaded the waggon & tried to cross the river, but it was not fordable returned back over the mountains in a heavy storm of rain & hail, but a very rough and dangerous road. Stopped at Simpkins,

18th Morning clear and very cool
 roads beaten quite hard by the rain
 went on to Culloms, crossed the fields there
 down to the Rivers bank. (Devils Fork).
 After waiting and shooting nearly three hours,
 the ferry man crossed us. Made some sales
 and went on to Widow Kendalls where we
 stopped for the night. The rains have
 made all the streams very high, and
 none are fordable. We have travelled
 the last few days in a circle, the
 River here making a bend, that brings
 us nearly back to our starting point.
 The settlements in it are certain to
 thrive, and be rich. What Cotton they
 raise is frequently taken out from
 here on flat boats into White River.
 19th clear but much cooler, to the
 store at Crossroadsville, a new attempt
 at a town. preaching here to day. displayed
 my goods but made no sales. in the
 afternoon went out into the neighborhood
 and done better. Took a short cut through
 the woods and got lost. To Calvin Kendalls
 at night. a very good place. He owns a good many
 negroes, and I made some good sales.

20th In the house all day. The family all went to preaching. Mrs Kendall first sending us in a bowl of apples. Traveled round the farm & discussed bible text and masonry with Mr H.

21st Clear but cool, made some good sales. ~~Crossed Red River~~ and took the road to Goff's Cove, a good settlement in a bend of the river opposite Kendalls place. Not very rich and poor sales. Traveled rapidly on, and reached Willis late at night, a miserable stopping place on the edge of the settlement. And only two miles from Sulphur Springs. Being under a very heavy expense I had to deprive myself of the pleasure of visiting them. These Springs are considerably resorted to, although there are as yet but poor accommodations for visitors. (Van Buren County).

22^d A very pleasant day, but cool. Traveled to day through settlements. Many being fifteen or twenty years old, but not showing much wealth. The houses were numerous, but our sales were light, leaving the settlements we crossed a high steep mountain but the road becoming too bad, we turned back on to the Little Rock Road and went to Dr Johnsons. an excellent place.

23rd a cloudy-cool-met-day. Left the main road and went into some settlements among the hills, no success. The people poor, houses miserable. Land not very rich. Crossed a fork of the Cadron. at Buck Snort Martin at night. Weather very cold & blustry. Conway County.

24th Ground covered with a light dry snow, morning very cold. Neil very ill with the chills, and unable to travel.

25th Still colder. Took the direct road, crossed the Cadron & its forks three times. This is a beautiful bold running stream at all points where I crossed. And many good places along it. Winding through the hills, it has much good bottom land. In some places it has a precipitous bank of rock, showing where it has worn its way. In Hardins on the Cadron. Country uninteresting. Save that the snow on the hill sides, and in the woods, give it a milder aspect.

26. A. very cold morning. Crossed Muddy River. The bottom is very bad, the being badly cut up, and the holes filled with water - frozen over. Neil had another chill. Compelling me to stop at Carbers. The weather moderates at night, the ground thawing and ice melting.

27th Reached Little Rock at 3. P. M. much better in health, thank God, but worse for wear.

~~February~~

In travelling through this section I had frequent conversation with the settlers about the dangers of the political sky, and found a general incredulity as to any danger of a collision, and disbelief in the possibility of one.

February 3rd 1861.

To day, re-inforcement being expected ~~at the~~ to arrive - for the arsenal - by order of Governor Rector - three Cannon were taken to the river bank, to prevent a landing. The report however proved false, and but little excitement was manifested in town, and the affair generally laughed at.

February 5th To day several companies from the eastern Countie, arrived. Some of them uniformed, and all armed. They avow an intention to seize the U.S. Arsenal here. The excitement in town is very great, the majority being averse to any attempt of the kind.

February 6th More of the country militia arrive to day, all from the Eastward. Some without Arms. Some mounted. Their assembling is disavowed by the governor. The excitement in town is increasing. A Meeting of the Citizens held, and the governor requested either to dismiss the militia or demand in the name of the state, possession of

the arsenal. The governor in writing demands the delivery of the arsenal. Capt Totten, asks till 3. P. M., to morrow for deliberation and consulting with the government. A very ^{un}friendly feeling exists between the strangers and the citizens, instigated mostly by a few hot heads, stigmatising the citizens as abolitionists. Rumour make Governor Reeder the originator of the movement.

7th All persons, able to bear arms ordered out by the governor. Went out with Company B. Marched around town, the citizens generally appearing in the ranks. Day very hot and dusty. Capt Totten agrees to evacuate in three days. More companies arriving in the city, ordered out by the governor but many of them inimical to the object.

8th On parade, standing in the streets most of the time. After noon marched to the Arsenal, which has been surrendered much to the relief of the citizens. Capt Totten having threatened to blow it up before delivering it to an irresponsible mob. Marching and Counter marching

February 9th 1861 handed in my name to Capitol Guard. - Capt. Peay.

11th On parade with the Capitol Guards, escorting Capt Totten from town to his Camp seven miles below on the river, where he waits for boats. Marched part of the way, and then rode in vehicles provided. Stopped at some of the houses on the road, where we were invited to refreshments. Beside the guards, there was the Cavalry, and many ladies in Carriages. Arrived at the Camp, Capt Totten made a farewell speech, and was addressed by Judge Watkins - Gibson and others. The ladies presented Capt Totten with a wreath. Refreshments were set out. and a good time generally.

Feb 22^d On parade with Pulaski Cavalry, and the college boys. fired several volleys, marched through the streets to the slate quarry. target firing. Capt Peay, invited the company to Egs Hogg's, & lunch at his house. On returning to Armory, Gen. Ashley sent liquors around to us.

33-100 old
28
March 4th 1861. The convention (called by the Governor to decide on the course of Arkansas in the present crisis) met at the State house and organized. The town has been full of delegates for some days, and I have become acquainted with many in the town. I believe the Union men are in the majority.

March 5th Went to the State house, the business of the convention makes slow progress. The secessionist being too impetuous, the Union men too slow. The papers in this town (2) are divided the same. The True Democrat is satisfied with nothing but immediate secession, The Gazette obstinate in its Union proclivities. There is no debating arbitrary dictation on the one side, obstinate resistance from the other. The secessionists are by far the most talented men, while the Union counties are represented by merchants & farmers. Good solid unbiassed thinkers.

March 20th 1861. An informal Committee of Conference representing both sides of the convention, having proposed it - The convention to day, has ordered an election by the people to be held on the 3rd of August on the question of immediate secession or co-operation with the border states. Delegates are also to be sent to the Frankfurt Ky convention composed of delegates from the border states.

21st - The convention having ordered the governor to dismiss the company (the Phillip Guards) that has been in charge of the Arsenal. The Capitol Guards turned out to escort them to the boat. Marched to the Arsenal but they had already left. Went to the boat, and saluted them as they left. The convention has ordered that the Arsenal remain in charge of the State until a settlement of the present difficulties.

April 16th 1861. News received here of Lincoln's proclamation, intense war feeling. The union ^{sentiment} ~~settlement~~ so largely predominating swept away, and Secession called for from all sides.

April 17th Secession flag hoisted on the State House.

18th Secession flag hoisted on a staff at the landing and 15 guns fired. Services of the Company offered to the Governor. Meeting of Citizens. The president of the Convention requested to convene the same, favored Secession. Committee of ten to examine boats ascending the river and search for arms.

20th Companies forming to take Fort Smith, great excitement, all the volunteers ordered there. Unsatisfactory news from Baltimore.

Refer to beginning of book for the Fort Smith expedition and succeeding events.

133
76
20 yrs. of age.

In May 1853 I was living in
Paris, Lamar County, Texas, when
Henry Rhine made up a cattle
train for California. Tired of the
monotony of life in a small Texas
town, I at once signified my intention
of going with it. The novelty of the
trip, the desire to see the country,
and love of change all induced
me to the step. The gathering of the
train furnished excitement to a
dozen counties. We started with 1100
head of cattle, some thirty men, fifty
or sixty horses, twenty odd wagons
drawn by oxen. We were supplied with
Colts Navy Revolvers, ~~and~~ Yager rifles,
that were yet called Mississippi rifles
from the record the troops of that State
made with them in the Mexican
war. We had abundance of bacon,
ham, flour, sugar, salt, medicine,
one half barrel of whiskey. The men
were generally of the roughest class,
none can play except a few of
those in charge of the train. The
whole was under the charge of

Capt Geo Robbins, assisted by John West. Seligman Rhine accompanied us. Of all who composed the train I now at this time (1878) only remember the names of - Abe Wagley, Geo + Ben Cooper, Geo + Geo Humphries, - Richardson - Tisdall - Edmundson. Glass Stanley (marion) Sargeant. Blackburn - Cross. colored boys Wash and Pete Wm Patton. (book keeper) Winters. Henry Washington. (murderer from ark). Fitzgerald. Wm Aspf. Ferguson.

I left Paris in May and went to Clarksville, with some Red horses for the train, which was then slowly gathering together on Blossom prairie and after seeing the whole fairly started, I went on ahead to Paris, to finish up some other preparations.

The train finally overcame the muddy
 roads, the tendency of the oxen and
 cattle to scatter home wards, finally
 passed Paris, and had reached the
 neighborhood of Honey Grove, when I
 went out to join it. The sight was an
 animating one, the bright sun lit
 prairie covered with the moving, restless
 herds, the men galloping to & fro, the
 long string of white top wagons, and a
 good breeze swaying the grass, all was
 like motion. We soon got the cattle
 divided out into three droves, the
 spare horses in the advance, and
 the wagons stringing along in the rear.
 My journey and my camp life had now
 fairly commenced, and my first
 night out was a fair sample of the
 blending of romance and reality the
 trip was to develop. I lay down that
 night somewhat sore-tired and yet
 hungry, I was up and in the saddle
 again in the early morning, for a fierce
 driving wind & rain, threatened
 our heats, and put the cattle in
 motion in every direction. It was

hard work existing through the wind
and rain over the water soaked ⁷⁹
prairie, driving up unruly oxen and
cows, but this was the work I had put
my hand to and so had to be done. The
breakfast of bacon & corn bread and
black Coffee tasted good however,
and as soon as the sun dried us
off somewhat we were under way
again. Our chief delays in starting
in the morning would be caused by
the absence of the oxen. These useful
animals instead of spending the
night in eating & resting, would
many times take a notion to travel
home ward as fast as they could. And
so every morning almost there would
be an annoying delay to hunt up
the stragglers. After crossing the Elm
North of the Trinity this trouble ended in
a measure. My first business after
breakfast, and after all was ready
for a start, was to circle over the
now deserted camp ground for
forgotten things, and many a variety
stable pin - cooking pot &c &c would
have to be carried on to the train. While
often there would be the best pieces of
Bacon left carelessly by the fire.

On the Elm Fork of the Trinity we made our camp for several days. Here we unpacked and distributed the Arms, and overhauled the wagons and outfit generally. We were now entering the country where the Comanche still ranged. From this on until we reached the Colorado at Fort Suma it would be incumbent upon us to keep our nightly guard, and to keep close to the train during the day. The camp was a beautiful one, the clear running stream, the well wooded valley, and the expanse of prairie forming the picture. Soon after leaving this camp we came to the Cross Timbers. Riding one day in advance of the column, with nothing to betoken any change in the line of the road, we suddenly had to rein our horses up on the crest of a precipice, which we had no indications of before, below us was the line of the Cross Timbers, the level of the land being at least fifty feet below

that we had been travelling on.
 We could mark the straight even
 line of the trees until they were
 lost in the far distance, seemingly
 as straight, and with as few
 stragglers as if planted by hand.
 far over, in the midst of the green
 foliage, for we could look over
 the tops of the trees for miles, we
 saw rising some peaks, in the
 blue distance. The first sight of
 mountains to many of our boys.
 It was a task of some time and
 labor to get the wagons down the
 declivity and we made a noon
 day halt in the shade of the timber.
 The trees are generally small, crooked,
 a species of oak, with little under-
 brush, and wide intervals. After
 passing through the Upper and Lower
 cross timbers, we after some days
 travel reached Fort Belknap,
 an irregular assemblage of frame
 buildings, though preparations are
 being made to replace them with
 stone structures. We find all

the counsel and assistance needed
 here, procured our itineraries of the
 road & passed on through the wide
 bottom of the Brazos. Reaching the
 river, which was some what high
 we had some difficulty in finding
 it and getting our wagons over, but
 this accomplished we went into
 Camp on the West Side. The River is
 wide with Red clayey Rocky shores,
 and the River itself very turbid. We
 had most excellent roads from
 here, on to the Clear fork of the Brazos
 a wide full stream, giving us a
 most pleasant camping ground of
 good scenery, Grass wood & water.
 From here to Elm Creek the road
 was good, and we made another
 halt on Elm Creek the last real
 good camp we would have for
 some time. fitted up a black smith
 shop. Had our horses shod. Our wagon
 tires cut and fit. Here we also had
 a mutiny in camp, and I had some
 trouble with the boys. As I before stated
 we had some whiskey in camp, and

after ——— had shod my horse, I
 drew him a cup full of the ardent to
 reward him for it. Then mounted my
 horse & went off around the cañon.
 during my absence, the hands went to the
 tent and drew off a bucket full for
 themselves. Saw Ahine learning this, and
 fearful of the consequences, not only had
 the bucket full destroyed, but turning on
 the spigot, allowed the contents of the
 cask to be lost in the ground. This increa-
 sed the men, but they dared not do any
 thing, however on my return to camp I
 found my tent full of the men, and on
 asking the reason, Stanley said they have
 come here to whip you. I said I hoped
 not, very pleasantly, as I was as yet
 unconscious of their being anything wrong.
 But soon ascertained they wanted some
 revenge that had for remarks made the
 night before. It seems in discussing the
 waste of provisions, I had said we
 should have treated the men as privates
 in the Army, distributed rations. This
 they took umbrage at, but Patton
 coming in and ordering them off to

their duties, they after some hesitation
 left the tent. I have good reason to
 believe, that a stray shot or two
 was fired at me some nights after
 while making the rounds of the guard.
 though it was imputed to the firing
 at suppositious wolves. Our Camp
 ground. Here had been in a small
 circular valley, the only opening in
 the gap was where the Road came
 through. The hills around were well
 wooded, and we found specimens of
 fine stone clear white sand or Marble
 Leaving the Camp, the Road wound up
 the hill sides till we found ourselves
 on the elevated table land called
 the Staked plain, the country already
 presented its forbidding aspect
 behind was grass & water before us
 a hard naked plain, where the
 few bushes but added dreariness
 to the scene. The Road was hard &
 good. but the only water was that
 found standing in the ravines. Our
 Road took us in sight of the
 Double Mountains, which with

their twin peaks formed part of our landscape for many days. Here in this part of the road our curiosity was aroused by tracks of horses & foot prints in the sand, which in a country all indian, we naturally attributed to them. We had fair roads & good camping grounds until we reached the Big Spring where the ground was eaten bare & scarcely fire wood to be had. But water was in abundance, as the Spring is really a small river rising from the earth & flowing for a considerable distance. Our next notable stopping place was the Sand hills, masses of clear white sand, rising into hills, and containing Springs of clear cold water. The road through them is very heavy in the extreme, and the camp ground closely contained many deserted weapons & parts of wagons. Here are also added to the wrecks & left some of our men behind us. From here, down off the road

begins to descend, small hills
 gradually come in sight, and
 after skirting along and around
 them, we came to the Rio Pecos, a
 narrow, swift rolling muddy
 stream. The water very brackish,
 and while continually at thirst, the
 use of the water added to it. We
 experienced some difficulty in
 making the crossing. But had
 good Camp grounds with plenty of
 grass & wood. After following the
 River some days we turned off
 to the Delawan creek, a very
 clear, cold - swift running stream,
 but of Alkali water which made
 it still more difficult to use than
 that of the Pecos. And there was much
 rejoicing when at last we came to
 Independence Springs, two springs
 of sweet, cold - pure water, gushing
 from natural fountains. The
 lofty Peak of Gaudalope, which
 we had first seen ninety miles
 before reaching - hanging like a
 blue cloud upon the horizon and

which had only been recognised by its unchanging form, now rose bright & red above us, the whole Mountain range was lost in mist & clouds, but above them all could be seen the peak shining red and luminous in the morning sun, and apparently but a few miles away. Yet we had to make another camp before reaching it. We were now in the Lepache country, and as if to remind us of it, we found at the small spring which was bubbling up clear & cold at the foot of the Mountain, a naked whitened skull. whether white man or indian was uncertain. We made some efforts to ascend the Peak and did reach the Mountain top only to discover that this was the base of the Peak which was still distant and apparently as high as ever. We also ascended some of the smaller masses splinters, as it were, sharp & high surrounding the base of the Mountain. We had also been surprised at the odd forms & shapes of the

foot hill, we passed through, apparently Mounds of Earth with level surfaces, and again side, the road wound up the Mountain side, (where was a spring forming a little rivulet, the water was too cold to drink), and then winding around the side, descended by a very steep incline. The scenery was magnificent as Mountain scenery can be, at least to our prairie tired eyes. Leaving it we had a long road to the Crow Springs a pond of standing water, but no wood. We were now in a country that bore many traces of Volcanic action, especially at our next Camp of the Monk Cornudo. Many black masses of rock were scattered over the plains. The water at the Monk Cornudo we found in holes in the rocks, the main supply being in a cave formed by a hollow hill the water coming in principally through a chimney hole in the very top of the rock & gathered snail & cold in the bottom. The road still continued

Albany Pass 1853

89.

hard & good to the Albany Spring, but
a small supply of water here and
no wood. Continuing on our day's
journey we came towards night to a
break in the scenery, the road began
to descend, and to wind around
ravines of uncertain depth, all
was bare rock, & no signs of any
camping ground. Daylight left us
while we were still following the
white desolate road. Suddenly
on a hill side to our right we
saw the light of a Camp fire, which
was suddenly extinguished. Riding
however in that direction & calling
out hallo - we were answered by
a voice in English, and after some
moments suspense, a half dozen
white figures came down the rocks
towards us. They proved to be Pueblo
Indians, and guided us to some holes
in the rocks where we watered our
horses one by one, then went off
into the open plain & half stop &
half walked till morning. We
started again before dark & it

After some low hill over a hard
dry road we came in sight of the
Rio Grande and descending into the
bottom we were soon among the
Mexican settlements, threading our
way thro' the numerous fields and
acaguas.

1853

91

At McLeansville I had expected letters but found none, and so we had nothing to do after writing our own letters but to get accommodation and information. After spending a few days here, myself & Washington concluded to go out on the road to the first launch & wait for the train. On our road there, we met a crowd coming in as Couriers with the news that the train had been surprised while at the Wash. Corral and thirty head of horses and some three hundred head of cattle been off by the Apaches. That ~~Wash~~ Patton with his men had gone after them, been ambuscaded and all killed except Richardson and Lopez. I returned to Rhine with the news and he was seriously overcome by the disaster. Leaving him to make his arrangements to refit the train I returned on the road again and met the train coming in from the Maco Station. We went on and passed through McLeansville again.

and camped at Aracito, the scene of Doniphan's victory, over the Chihuahua & El Paso Chivalry in 1847. Here we staid nearly a month, gathering in our scattered cattle, buying provisions and horses, and getting into as good shape as possible for the more arduous trip before us. We had so far been two months & a half on the journey, lost nearly half of our men by the Indians & disease, several hundred head of cattle, our best horses & weapons and arms, and some 300^l in gold that Patten had on his body when he was killed.

From the time we crossed the Pecos River - 2 miles - were daily in sight. From the top of some distant elevation they were to be seen, ascending to a great height, and perfectly perpendicular. These were our warnings that we were in the Indian's power. We had before crossing the Pecos, met with some parties of Comanches, but our strength made them friendly, and they only begged us for an ox or two, in return for the grass and water which they claimed to be theirs. And now so close to the river, and to the U. S. Fort, all danger was supposed to have been passed. There is but little doubt but what the Indians had been following and watching us for a long distance, but could find no favorable opportunity. There were too many in the train, well armed, and after passing the Oak Grove of the Bandolape, the conditions of the camp grounds were not favorable.

for an attack. At the Monte
Cerrado however, a terrible
storm of winds and driving
rain had interfered with the
usual vigilance. Indeed it
seemed as if the winds & rain,
and thick darkness would of
themselves have been a sufficient
safe guard. But the Indian is
a child of the elements, and the
storm was what he had wished for
to make his raid secure. The
next morning it was discovered
that not only were two
horses gone, but that they had
even been brought into the light
of the Camp fires and their
hobbles removed. Patton
took a hurried breakfast, had
some rations put up and with
twelve others started on their fool-
hardy expedition. The trail was
easily found, well marked, and
nearly in the direction we had come
and evidently led to the Gaudalupe
Range, which still stood in

Masses blue & heavy on the horizon. They rode through the broad valleys that extended to the Mountain. The sun beamed burning hot on them, and they frequently passed some tired or stretched in death with arrows sticking in ~~them~~ ^{their} limbs. They made a short rest at noon without shelter from the heat, and with only the drinking water they had brought with them. And after an hours rest they were in the saddle again. Near nightfall they came to a small pool of water all foul and black from the trampling of horses and cattle through it, yet they drank of it and camped by it for the night. During the next day, an indian was occasionally seen on some distant hill top, in advance of us, and so after passing these ridges they would still see him in the distance, either as a spy or a decoy. Toward night the summits of the hills were directly over us, and ~~missing~~

through and around the hills, we found ourselves unexpectedly entering a defile in the mountains, and pressing on, we beheld an indian village on the crest of a small hill, while large numbers of warriors, mounted, were all around it. There was little said, and no attempt at any concerted action. Dismounting from our horses, we were in momentary indecision as to what next, but the Sarages gave us no leisure for uncertainty and at once commenced a fire upon us, and in a second it seemed the defile was full of smoke, and I could hear the Sarages coming in our rear. Hastily mounting my horse and calling to the boys to follow, I made with all speed for the mouth of the Pass, how many followed I did not know, but the shrill yell of the Sarages told us that we were pursued, and that the fast gathering darkness would be no protection to us. I saw that it was

the two Cooper Boys following and
 told them our only chance was
 to leave our horses and take to
 the hills. They begged me not to
 do it, but as our route took us
 round a small hill, I threw
 myself to the ground into a small
 clump of brush, leaving the horse
 galloping on by himself, and
 quick following after a crowd
 of Apaches. As soon as they were out
 of sight I scrambled still
 farther up the hill side and
 lay down close to the ground behind
 some bushes. In a short time
 I heard the Savages returning
 yelling & hooting & leading on
 driving the three horses. I was
 left to the night, my hunger thirst
 & fatigue. After a long interval
 the night continuing dark I made
 an attempt to leave my shelter
 but with many stumbles & falls
 over the rocks. I found the bodies
 of the two Coopers lying by the
 trail, stripped but not

scalped. Making my slow
 tortoise way - the darkness with
 frequent halt, at the first sight
 of the Approaching morning I again
 hunted a shelter and though
 concealed only by the grass & little
 Bush laid still the long tedious
 anxious day until at night I
 ventured to move on my way
 and thus after three days of
 hunger - thirst & weariness
 Reached the Camp again at
 the Hueca Tanks.

Three days after reaching the Camp
 Richardson died and was buried
 at the Camp ground on the Rio Grande.
 For the rest - of the party there could be
 but one fate. ~~the~~

My
Sp
the
m
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23 yrs. old

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On Saturday morning, the second of February 1856, I was one of the passengers in the stage for Sacramento city. Leaving Auburn, which had been my home for two years. The morning was cool but pleasant, and we trotted along merrily (bating the deep mud) through the town, which was not yet fairly awake, up the long hill, around the turn, and across the ravine, and then as never mounting the opposite hill, and just entering the town again in leaf, the sun first showed his face above the dark masses of the river hills.

Our team, company, driver, and more than all, the road, could be called hot. The road was enlivened by the diversified scenery for which California is noted. Ascending the hills for half an hour we at last succeeded in losing sight of Auburn, but for the first ten miles the scenery presented nothing very different from what we had been having daily around us. On reaching

the high table land surrounding
 Auburn, the road for a long distance
 is very nearly level, with short descents
 until it gradually reaches the Sacramento
 plains. Along the whole line it is
 surrounded by the most romantic of
 mountain scenery, ever changing, and
 presenting new points of interest.
 Now you see the rock covered sides
 of the river hills, clothed only with
 naked and desolate looking pines.
 At times you get a chance to peer
 into the deep chasms through which
 flows the river, still in darkness.
 More frequently though you can see
 only the low hills that close in the
 view, some covered with trees, but
 many with only a coating of dry
 yellow grass. Although the road
 preserves its easy descent, it is
 lined with many ravines, at the
 bottom of which could be seen
 numbers of busy miners, while the
 whole route resounds with the rumour
 of artificial rivulets or canals. The
 plains present their old Californian

canal, but the farms were more
 numerous and the road more fertile in
 we crossed the American River at the
 ferry, a short distance beyond the
 ford was overflowed, and we splashed
 slowly through it, and then into Sac-
 ramento City, full of bustle and stir
 as befits the Capital of such a state.
 It seems greatly improved since I
 passed through it before, many buildings
 of a very superior order have been
 erected but I do not think it has
 extended its limits much. It is very
 lively now with the Legislature in
 session. Many members of which ran
 on the boat to San Francisco with us.
 Washington in Yolo, on the opposite
 bank is the same as when first built
 except that the houses are yet un-
 occupied.

On steamboat New World for San
 Francisco, full of passengers. Making
 a most pleasant voyage. Not going ashore
 at night, on deck nearly all the
 time, tules on fire in various places.
 Took back at San Francisco and

went to the Rail Road House, No
 48 Commercial St.
 San Francisco has improved greatly
 though many old landmarks still
 remain. The Wharves and Street
 planking are in a most ruinous
 condition and dangerous to travel.
 Numerous fine buildings are being
 erected. The custom buildings are
 very elegant, though their appearance
 is spoiled by the situation of the stores
 and approaches. Very few vessels are
 now at the wharves. Met Delizman
 Rhine, and had a long talk with
 him. He has about 300 head of cattle
 which he has bargained off to one person
 at 55% a head. Jim Meek and
 Ed. May have left for the State.
 Took dinner together at the RR hotel
 and then walked to Long Beach and
 Meigs wharf. The streets are well
 lighted, and some of them such as
 Montgomery & Clay are crowded with
 promenade until a late hour
 But few ladies to be seen

Monday Feb. 11th 1856

Cloudy over head, it rained a little last night, and is slightly drizzling now. The planks soon got wet. Delivered Oberleeneers letters, and selected books at Negbaur & McGlashan for him. Got my ticket on the Cortes for \$200⁰⁰ Berth 12 with Ben Allen. Also draft on Wells Fargo & Co for \$1000⁰⁰ with letter change for it. To theatre at night Tuesday Feb. 20th

Left San Francisco on steamer Cortes of the Nicaragua route. Fine weather. Tickets scanned, and stowaways hunted for. U S mails taken on board, and as we lost sight of the wharf we had time to view the scene around us. We soon lost sight of its populated hills and sandy beaches, and passing close to the Rocky masses of Alcatraz and Bird Island we were soon at the entrance of the bay. From the appearance of the "Golden Gate" we were led to believe that once in the past

the mountains of Oakland had here
 connected themselves with the main
 land, and that this bay was once a
 fresh water lake. That with the upheaval
 of the land the retreating waters filled
 up the Sacramento plains and were
 only dammed in by these rocky masses,
 until finally the imprisoned water found
 their passage here, leaving these isolated
 rocks as memorials of their old
 imprisonment. Passing the gate,
 the strong wind and cross seas
 pitched and rolled our vessel with
 such effect that soon nearly all
 were sea sick and failed to answer
 the call for tea. When I again came
 on deck the tops of the East Range
 were out of sight and we had
 only the blue sea to look upon.
 Wednesday Feb'y 6th. Clear weather
 sea not so rough. less wind. eat
 no breakfast. Laid down until
 10.30 then washed and shaved.
 sea very quiet, but very stiff.
 few passengers, not more than
 250 in all. 40 in first cabin

distance from San Francisco bar
174 miles. and 18 miles to San Francisco.
Latitude $34^{\circ} 57'$ Longitude $121^{\circ} 32'$
eat dinner & supper. Bed at 8 o'clock
not sleeping much.

Thursday Feb'y 7th. Feeling about
right. a slight headache. Sea very
smooth. Boat rolls some. little
wind. walking on deck. pleasant.
some sails set. Eat breakfast, drank
a little Absinthe. distance at noon
239 miles. Latitude $31^{\circ} 42'$. Long $118^{\circ} 50'$. W
skies cloudy, sun rarely seen, evening
pleasant, air much warmer, a
fin back whale seen, this whale
apout but little and is valueless, and
is not hunted: Bed at 8 o'clock

Friday Feb'y 8th. Morning clear and
pleasant. Up at 6.30. regulated watch,
15 minutes slow by ship time. at noon
228 miles. Lat $28^{\circ} 33'$ N Long $116^{\circ} 22'$ W
High mountainous islands in sight
Seyres & Benite. Sitting in the bows watching
the heavy rollers lift the ship high in air,
or dash in foam & spray against the sides,
to bed at 8.30 and slept sound.

Saturday February 9th 1856
 morning clear, sea smooth, wind
 light. All sails drawing. Noon
 241 miles. Lat $25^{\circ} 39' N$ Long $113. 26 W$
 a few mountain tops in sight
 Margarita.

Sunday Feby 10. Skies cloudy and
 hazy. Strong winds from S.E. Fore &
 main spencer set. Mountains of
 Lower California in sight, high
 & plain. All sails set sea quiet.
 Until noon we sailed close to the
 peninsula. passed Cape St Lucas
 distance 243 m. Lat — Long —
 evening cloudy. Crossing the Gulf
 of California. Wind high. Took
 the yard arm of Main sheet. sea
 somewhat rough. No land in sight
 a shoal of porpoises passed us.

Monday Feby 11th Skies cloudy
 and wind fair. Sea smooth. Days
 becoming much warmer. Noon - still
 cloudy, wind light. Distance 234 m.
 Lat $20^{\circ} 42' N$. Long $106^{\circ} 45' W$
 in sight of the Mexican Coast, passed
 Cape Corrientes, and other head lands.

at night a good breeze. Mist on the water.

Tuesday Feby 12th Manzanilla at 4 1/2. Lay off till daylight. a good harbor, though small, very narrow and minding approach. The town is but a small village at the head of the bay, surrounded by low hills. Houses Southern, all open, with thatched roofs. Boats came out to us with fruit and eggs. Took on board a quantity of silver. Left at 3 O'clock. Morning pleasant. Sea as smooth as a river, sailing down in sight of and within 10 miles of the coast, all rugged and mountainous to the waters edge. Noon Lat $18^{\circ} 35'$ Long $103^{\circ} 58'$ distance 202 miles. Passed the Steamer Sierra Nevada at 2 1/2 exchanged papers. N. Y papers 12 days earlier than S. F. only 17 days old. What a splendid sight a large vessel is upon the waters, more so when approaching you. to bed at 10 P.M.

Wednesday Feby 13th 1856

Clear and warm, little breeze, hazy.
Still running along the coast. Sea
smooth but boat pitching greatly
do not feel so well. Lay down after
dinner. Distance 246 m

Lat $16^{\circ}40'$ N. Long $100^{\circ}08'$ W

Thursday Feby 14th clear, very
warm, crossing the Gulf of Tehuantepec.
rolling sea, regularly sea sick, lay
in my berth all day. Lat $15^{\circ}05'$
Long $96^{\circ}21'$ W. Distance 289 m
at dark went on deck, to the bows,
feel better, all sails up. out
of sight of land.

Friday Feby 15th

Morning clear and warm. Sea and
breeze gone down, could not eat,
noon sea quiet, no breeze, excessively
warm, feel better. Distance 255 m
Lat $13^{\circ}45'$ Long $92^{\circ}11'$ evening
warm no breeze

Saturday Feb 11th 1880

Morning clear and pleasant, sea smooth, good breeze from S.E. Repacked my valise, expecting to be in sight of the coast to-morrow, when our journey ends. Coast in sight very mountainous, with many sharp peaks, volcanic smoke issuing from some of them. Noon distance run 190 m. Latitude $12^{\circ} 48'$ Long $84^{\circ} 55'$ W.

Evening very pleasant, a fine breeze stirring. Will 210 m to San Juan.

Sunday Feb 17th

Morning clear & pleasant, good breeze coast in sight, low - with small hills rising in the distance. Trees and shrubbery. San Juan del Sur at 12 o'clock. Passengers landed by large iron barges, and private boats went on shore in a boat, said good bye to the Pacific that had safely borne us up. The touch of solid land was exhilarating numerous pelicans lined the shore. The dark woods looked inviting. Went to the hotel where numerous mules and horses were standing, to carry the

passengers to Virgin Bay, selected a mule, and with Ben Allen in company, rode over 12 miles. Road very good, hard and of easy ascent. a very heavy growth of tropical vegetation lines it. Rode haciendas and drinking stands, where one can get plenty to eat, and more to drink. at 4.30 reach Virgin Bay at the head of Lake Nicaragua. a nice little town. went to the California house, took supper. many of the steamer men are here. On board the steamer San Carlos at 9. off at 10 P.M.
 Monday February 18th

Left the town of San Carlos, at the mouth of the San Juan River. very prettily situated, and of some size. Ground low and covered with vegetation. At Polé Rapids changed boat for Castillo Rapids, took dinner there. Then on smaller boat, I went to Machuca Rapids, transferred to steam boat I saw. Can down the river till 11 and then lay up alongside a house belonging to Meed. Most beautiful scenery on the river. sitting

on deck in the bright moonlight
watching our rapid descent of the
river. Between the rapids we could
frequently hear the bottom of the boat
scraping the bottom, and at Machucan
Rapids our boat sank as we reached the
landing, a hole having been worn in here
by the rocky bottom. Heavy rains.

Tuesday Feb 19th

At 8½ O'clock on boat Scott for
Punta Arenas, drizzly & cloudy. ~~Re~~
Reached the Point at 12, went on lighter,
lay in the stream awhile, and then went
on a boat to the steamer "Star of the
West" fired gun at 4 O'clock
Stiff breeze prevailing, rolling sea,
eat hearty supper & to bed at 7.30.

Wednesday Feb 20th

Fine & pleasant, head breeze, sea
smooth. Distance 190 mi

Thursday Feb 21

Fine & pleasant, light breeze.
Distance 248 miles. Sea rolling.

Friday Feb 22nd

Clear & pleasant, not too narrow
head breeze, sea quick, but rolling.

noon 240 m. S. end of Cuba in sight, from bay of Guerientes to Cape St Thomas light house. reef for 10 miles low - and sandy covered with bushes.

Saturday, Feby 23rd 1856

Morning pleasant, cloudy, good breeze N.E. High sandy coast in sight
noon 240 m. Light at Key west in sight hoisted signal for pilot. up in rigging Head wind, strong from N. by E. at 5 P.M. Key west. 2 light houses. Fort, near village, level & sandy. took on 100 tons coal, off at 12

Sunday Feby 24th,

clear, cool winds, pleasant smooth sea, wreck in sight with glasses. Coast of Florida, little to be seen low and indistinct.

Monday Feby 25th

Morning clear. Sea quiet, cool strong winds from N.W. noon 310 m. Heavy North winds, rolling sea Steamer in sight
noon 380 m. 55 from Hatteras. Steamer still in view. Evening off the Cape. Sky cloudy, wind very cold Sea very smooth,

Wednesday Feb 27th 1856

Morning very cool, cloudy, sea not
suffering, no observations taken. Here
Log, at night took soundings. Wind
extremely high cold 1 o'clock took
pilot on board

Thursday Feb 28th 1856

Wharf at 6 o'clock. breakfast
at Astor House. at 10 Boat for
Porter for South Amboy. Home.

After a short stop at home, I went to
look at the interests of the Niagara Migration Society
to West. Ind. D.C. and to visit some of the agents
to Buffalo, Niagara Falls, Detroit, Chicago, Louisville,
and Mississippi river to St. Louis, St. Anthony, Minn.
and St. Peter, Minn. to St. Joseph, Mo. and St. Louis,
to St. Louis City, Missouri. I saw say - Milwaukee, Wis.
and St. Louis, Mo. and St. Louis, Mo. and St. Louis, Mo.
and St. Louis, Mo. and St. Louis, Mo. and St. Louis, Mo.

In October 1856 I rented a store in Fox Lake Wisconsin, and having been joined by E. L. Hynewman, undertook to establish a business. As however this was during the Buchanan Campaign and we were both ardent democrats, taking a decided part in all discussions, while the community men as decided by the other way (Free Soilists) our former customers ran far between. We accordingly decided to change our location, and in doing so the trip here recorded was made. I had traded off some goods for a pair of horses & a wagon, to the latter we added a pedler box to receive our goods. The horses were good & strong, but balky in the extreme, and to this last fact may be partly attributed the disastrous conclusion of the trip.

Monday Dec 2^d 1856, Snowing, and wind very high & cold, loaded our wagon but did not start owing to the storm.

Wednesday Dec 3rd 1856. Started at 8.30 a.m.
 Snowing, about 6 inches on the ground
 drifting very badly, road completely out
 of sight and difficult to follow, wind
 high cold. Horses balking, and stopped
 at 9.30, only $1\frac{1}{2}$ m from town. Started
 at 1 P.M., horses going very well for
 some 4 m, when they balked in a drift,
 worked with them at least two hours, when
 they started and went about 1 m, when
 we came to a house, when we wished to
 stop, but were refused, started again
 but the horses soon balked in the road.
 By getting assistance from the house, we
 got them started, it was now after sun
 set, but the moon gave some light and
 ran on ahead to find the road but fol-
 lowed up a wood road which led us
 into the timber on the edge of the marsh.
 the horses again balking, unhitched them
 and took them up to the house above
 mentioned, & left the major in the woods.
 Our entertainers are Irish, as are the
 most of the settlers in this section.

Thursday Dec 4th 1887. After waiting
up this morning, the horses refused to move,
kindled a fire, and worked with them
an hour before they started, when they
went about 14 m up the hill and
again stopped. Got the old man from
the house to take his horses & pull the
wagon up to the house. Watered our own
team, but after hitching them in they
again refused to draw for near an hour
when they started, went about 2 miles
and again stopped. After long & fruitless
attempts, unhitched, rode the horses over
to a house & got a team to bring us
around on to the road, when our own
team took us into Fox Lake without
further trouble. My feet are frost
bitten & swollen & shall have to
lay up some days.

Friday Dec 9th. Started again
about 2 P.M., went to Buckhorn
Tavern by 4 P.M. Stopped. Roads
well beaten down. Horses did
not back any. Tried to call some
quadrupeds, but no success. Was snowy & rainy
did not travel.

Thursday Dec 11th 1856. Cold, snowy windy morning. Started, horses backing, some little. very disagreeable going, road plain enough but half thawed. passed through Beaver Dam at 9.30. stopped a couple of hours at the H. M. house, and reached Columbus at 1. P. M. This is a well built place, with several large brick buildings, the town lays high with plenty of timber to shelter it.

Friday Dec 12th. cold, but calm. found very slippery. left Columbus at 8 am reached Sun Prairie 16 mi at 1 P. M. stayed till 2. P. M. & then went to the Empire house, 7 miles & stopped. The road was badly drifted & the horses very troublesome. The Empire is a large straggling frame building, but poorly furnished. After hunting through all the rooms for a looking glass, without success, I saved myself without

Saturday Dec 18th. Morning dark cold & cloudy. Started at 8 a.m. Horses going very well, to Madison 5 m. over a good road. Went to City Hotel. Snowy & blustry. A heavy fall of snow at night. My feet are now very painful & can not do but little.

Monday Dec 15th. Morning clear & cold. Started at 9 a.m. got on the papermill road by Mistake, in place of the Mineral Point, turned back, got on the right road, but again got off on the flat to Monroe, determined to keep on. Stopped at 11:30. The road is very badly drifted and we shall have to get on to the other road. Started again at 1 P.m. & got on to the right road. Went to Middleport & stopped. Road hilly & much drifted.

At our stopping places. The horses are completely covered with frost, - our breath, freezes on our faces, & our hands, & we breathe through a coating of ice on our mustaches.

Monday Dec 16th 1836. 221
Left from this morning, cloudy &
started at 9 a.m. got stuck on the hill
side in sight of town. Went back and
got a team to pull us over the hill
snow drift very deep & light. As the
tracks are only made for a sled, which
is much narrower than our wagon, the
wheels are all the time running in the
deep drift which makes the work of
pulling very hard. When two teams have
to pass, the lightest one stops as far off as
possible, the traveller then with his feet
tramples down the snow along side of
the road for a standing place for his
horse & sleigh & stands there on it until
the other team has passed. The snow is
deep enough to bag a horse that gets out
of the road. Beside when our wagon
stands still for a little time, the wheels
freeze to the snow, which on some times
has to take us to Dodgeville, 30 miles
for 12 dollars. A dirty road all day
the drifts very deep. The country mostly
all prairie, what little timber we
pass being too light to deserve the
name of woods. 22 m from Madison -

Wednesday Dec 17. Cold, dark morning.
 More snow last night. Chased wagon on
 to runners or bobs, started at 9. a.m.
 and reached Dodgeville at 1.30 p.m.
 The road along was very hilly, open, and
 nearly all prairie. The drifts very deep in
 places. very few settlements. Dodgeville
 is in Iowa County and consists of two
 separate villages, contains several stores
 and many dwelling houses.

Dec 18th Thermometer 19 above zero
 " 19 " 20 " "
 " 20 " 16 below "
 " 21 " 10 "
 " 22 " 10 "
 " 23 " 10 "
 frost on our bed clothes this morning at
 4. p.m. the temperature was 20° above

Saturday 1st 1857. Still here at Dodgeville
 Sunday 15th. started with the wagon in a pair
 of bobs, weather clear, 10° below F
 more backing with the team. The snow
 in the lane is even with the tops of the
 fences. great trouble to get a long
 hired a team to take us on in 4
 horses, then on to Mineral
 Point. A mining town very thriving
 United States house, till 18th and

Jan 18. extremely cold, horses doing
 miserably, stopped at Cottage Grove,
 leaving wagon in road. had to harness
 three times. On the 19th hired four horse
 team to take us on to Plattsville, 9. M
 pay 7 dollars. extremely cold. Reached
 there at 2.30, and then engaged him to
 take us on to Galena. (10), over black
 lonely prairie, Buckeye Tavern at
 dark. This was one of the coldest drives
 of the winter, the chill icy wind blowing
 directly in our faces. Reached Galena
 at 11.30 Jan 20, passing through
 Hazle Green.

Jan 23rd 1857. 32° below zero

" 24th checked our baggage to Cairo, Can
 Left at 10 a.m., moved very slow, with
 frequent stops, passed Scales Mounds, 12. M
 Cars blocked by the snow, after hard work
 the train run back to Scales Mounds. great
 scrambling for something to eat. Ely got
 a chunk of bread. Moved on again, one after
 many efforts, moving back often, reached
 Warren, where the train lay all night
 staid in the cars very cold & uncomfortable
 with no chance for sleeping.

Sunday Jan 28th 1857. Clear & cold engine hitched on about 7, started at 10, reached Freeport at 2. After supper run on way mill to Union where the engine broke down and another had to be bro't from Freeport, perished on to Huntley where the engine again came off the track & broke down. Monday, started on with out one lever and steam chest, & flange of driving wheel broke Chicago.

Tuesday Jan 29th leave Chicago at 8.5. reach Urbana at 3 P. no Mattoon at 6 P. M. no passenger in v. cars, 11 P. M. at Umatilla, took supper. Left here at 7 a m Friday Jan 30 reached Cairo at 5 a m. passage in the S.B. Fashion for Memphis. River full of floating ice lay at the wharf all day got off Sunday Jan 31, at 3 reach Columbus, Ky. The R.R. just completed new, the engine has but 4 ordinary car wheels, Hickman Ky. on an immense number of four two wheels about mid night & run at short intervals

Sunday July 1st 1857 passed New Madrid
passed gorge in river, passed several boats
that had been detained here by the ice.

Monday 2^d, aground, sparred off. much
ice in river, lay up all night at a wood
landing. July 3 fog very thick, row for $\frac{1}{2}$
an hour & then hauled to the bank the fog
being too thick to row, fight in the cabin
last night & gambling. 11 am Recd -
Memphis, took passage on the Evansville
for Aberdeen on the White River, reach
White River July 4 water quite bad, from
the water running into from the Ark River
at the Cut Off. Passed the Cut Off, water
slightly discolored, current less rapid, reach
Aberdeen on the morning of the 5th a
small straggling village. Have a heavy cold.
July 5th the stage, i.e. an old wagon, with a torn
mule driven sheet, loaded up with mail bags,
our trunks & ourselves, start at 7. P.M.
travelled all night in the rain. Wagon had
no springs. The wind blew the wagon sheet
off when we used it for a blanket and
man had to sleep a little. a great part
of the load was under water.

July 7th 1857. Haynes hotel, Little
Rock. 3. P. m. \$1⁰⁰ a day.

Monday July 9th Fly goes to Pine Bluffs to
open a room. stage started at midnight
for Clarksville, much crowded with mail
matter, only two passengers, outside of town
we layed my deal for a horse as far as
Benton. riding all night tolerably
pleasant, passed many teamsters camps
and stopped by their fires to warm. The
road is in a miserable condition, hilly
& in places overflooded. passed through
Rockford July 10

Arkadelphia " 11 Reached Washington
at 7. a fine little place built in one
long street. Left here in stage July 14
at 6 am miserable road. Rocky
Comfort Sunday 15th Clarksville Sunday.

March 13th Went to Paris this morning
on a mule, dinner with Robbent,
16th returned to Clarksville, and went to
Paris again on 17th leading one horse.

August 11th 1857 went to Green Smith on
North Sulphur, started early, Stern & the gro
stage, went the old road, mainly
up it.

August 12th Went to within 16 miles of Kentucky town. paid 25¢ for water for my horses.

Aug 13th. Kentucky town, collected 725[¢] of Dr Sealer. I was to day for over two hours within 6 miles of Ky town following different roads which were as plenty as cow trails at a watering place. following directions faithfully, and always being told that I would see town directly, and yet it cannot be seen until you are almost in it. Went on to Sherman - Grasper Co, arranged business with Coffey about the negro fees etc. \$300 return 1st

August 14th went to Colbert ferry on Old River, crossed by riding half the width of the river - then jump into the flat boat, my mule was somewhat obstinate about it.

This Aug 15th went to Fort Washita, about 1 m from Washita river, took my dinner and then went to Tishomingo, the capital of the Chickasaw Nation. There is a fine spring of water here, from which the place is called. Stopped with Hall's, the chief or head man, a well made, well informed, gentlemanly man. On Sunday went in the afternoon with him

to his farm on Blue Monday made an
 early start, went to Nails bridge on
 Blue, crossed the river a fine stream
 of water. About 24 miles beyond took
 the wrong road, rode in the Prairie all
 day + reached Nails bridge again at
 5 P.M. Tuesday went to Mayhew about
 30 miles, across the prairie, no water
 started at 7.30 + got there at 12.30 hot
 dry + thirsty. Started to go to
 Halsoms but got on the wrong road
 Monday, accompanied the mail rider,
 in a fierce storm of rain + wind and
 no shelter, Country undulating and
 scantily wooded. Crossed Boggy
 Creek, train of government wagons
 here. Belonging to the Boundary Commission
 Rode on to Mounts and, and went on to
 Horse Prairie ferry. Stopped at
 Tabb's, Halsoms plantation. The Indians
 I met on the trip men well dressed and
 talked without any observations. Very
 few houses are seen on the road. When
 I inquired my way at any of them I
 could only make myself understood
 by mentioning the name of the place +

wanted to go to, & pointing to the road
 reached Paris Thursday 2 P.M. The
 road is in a heavy red clay, lined
 with timber all the way & ascending from
 the river. Friday 19th Clarksville 3 P.M.
 August 28. To Green Smith, camped
 out with party in Blue Prairie on a
 deer drive. 29 deer hunting till 12
 out, took home one fawn, had several
 shot. Aug 30. To Greenville, Hunt Co
 35 miles. Crossed Middle & South Sulphur
 & the Cow Leach fork of the ~~Prong~~ Sabine.
 Aug 31. to Green Smith

Sept 1st Out on a squirrel hunt,
 7 guns out killed 175, got lost
 in Blue thickets and nearly staid
 there. 3rd To Paris 5th to Clarksville
 Sept 10th 1857. Chartered for Doakville
 Cherokee Nation, 38 mi, crossed Red River
 at Widow Collins, mouth of Kiamitia
 reached Doakville after dark passing
 through Fort Towson. A fine high
 magnificent country of hills, prairies
 & timber & splendid views

Sept 11th Crossed Kiamitia on ferry, and
 reached Cobb at Horse Prairie ferry

on Red River for dinner, and Mrs
 Records one hour after dark
 Sept 15th 1857 took stage for Washington
 Arkansas. Lyons, Ark. Breakfast & Light
 10 m dinner at Jones, Reddy Comfort. Crossed
 ferry on Little River. Paraglipa 2. A.M.
 16th Reach Washington
 17th Left for Little Rock reached on 18th
 19th start at 12.30, rain & disagreeable
 travels steady all night, Road along
 the Arkansas, through the Pine & Cypress
 woods & swamps, Reach Napoleon on
 4. P. M. Sunday 20th got on the S B
 f Woodruff, pass Memphis 1. A.M.
 22nd pass several boats a ground, June 7
 below, Cairo noon of Sept 23. 6 1/2 get on
 the bar. 24 pass Chester a fine place,
 St Genevieve the site of the old town is
 now covered by the river, and the fields
 nearly at the back of the town is
 an island in Illinois and in
 building the new town This is not more
 than 30 to 40 years ago. Bluff West,
 near Iron Mountain Ark, reached
 St Louis 9. P. M. On 25th crossed
 river at the American bottom
 Cincinnati Sept 26th Xenia 9. P. M.

Columbus about 11 change cars, 231
Lawrenceville about 1 Bellair on
Ohio River at 12 P.M., derangement of the
bores of the ~~Indes~~ delayed us some hours
and caused us to lose the train. Went up
to Wheeling. Stopped at 10 for Cumberland
accommodation train. 27th Cumberland
a fine place, Revere House.

Philadelphia - & gets married
September 1864.

From here to the top of the mountain
 describes final trip before getting
 Nov 25th 1863 3.30 P.M. Leave Metamoras
 in buggy with Angel, Camped at the Palos
 Blanco 14 no All in Mexico
 26th Breakfast at Eucanado P. no
 Charco Azul 17 no to dinner
 Reynosa 18 no
 27th Ranchita Moria 9 no
 Old Reynosa 9 no
 28th Camargo 12 no
 cold weather making travel very unpleasant.

married.

December 24th 1863 left Matamoros
en baed with Angel, Sam Latham and

Salinas	10	39
Morales	3.	
Parito Blanco	7	
Viel Dana	10.	51
Lampavas	15-	
Rio Sabinas	15-	45-
San Diego	12	
San Armonica	3	45
Piedras negras	18	39

200 In Mexico.

January 14th 1864.

After waiting till 10 a.m. for the mail from Texas to be opened, started for La Armonica, reached it at 4.30 P.m. Road very dusty, passed many cotton trains also some trains with goods going up. Day cool. Country very level. Crossed El Rio San Antonio, on which is the garita, San Jose, 3 m from Piedras Negras, a small very clear stream. La Armonica is a comparatively new place, belonging to a company of owners who have built it, & have the ground cultivated for them. Jan. 15th Start at 6 A.M. and went to San Diego ten miles, a small running stream of Mineral water. A few people here living in holes in the rocks, partly natural and partly excavated, went on about 30 m to a camp near a water hole. Growthable, wood scarce. Guard all night. Country more rolling and the mountains visible.

Aug 16th Daylight start. ten miles to the Sabinas, ten m further and stop for dinner. Reach Lampasas at 5 P.M. & stop at a house. Day pleasant road hilly. Cross Sand creek about 5 m from Lampasas. The Sabinas is a fine clear bold stream about 20 yards wide, with a ledge or natural dam of rocks, across from shore to shore where the road crosses. Banks lined with cane. Lampasas is a good well built town with a good church & large stone buildings. Once of much importance. Aug 17th Late start, passed the Rancho - Comidas - where is a fine mill with wheel & bucket. They were making Aguardiente out of the Maquey root as we passed. Went on to the Colotrinias and from there to Vill Dama, a small town at the foot of the Mountains. There is an indian settlement along the mountains called Hascala. Road dusty but level. The Maquey very plenty. Vill Dama is on a fine creek

Jan'y 18th 1864. Start late. Reach Palta Blanco, 20. mile, at 11 A.M. Road good. The Rancho is well matted in & loop holed, the people look like Indians, & very dirty. Start again at 12.30 and went to Morales, 20 miles, a ranch, one mile further reach Salinas a large town of about 12,000 inhabitants, very neatly built, with a fine church & plaza.

Jan'y 19th Start at 7. A.M., and reach Monterey at 11. A.M. Road very good. This may be called the Damascus of America, the scenery is grand, and its situation superb, on and amid mountains. The town well built, the houses fancifully painted, embowered in green. The air and water excellent. The gardens, giving fruit & vegetables in abundance and of large sizes.

Mexico

263

Sunday 23rd 1864. Left Monterey at 7.30 A.M. and went ~~through~~ ^{passing} Puebla, and through San Jose, and stop at 12.30 at Cadereyta for dinner. 3. M road good and morning cool. 1 P.M. go on to Mexicite, 15. M stop at a Rancho.

Cadereyta is one of the most beautiful spots in Mexico, perched on the hill top, the traveller sees its towers and houses looking up and orange groves loaded with golden fruit.

Sunday 24th start at 5 A.M., the morning cloudy and cool, road good and tolerably level. Rancho Equanita 9 leagues - no water here, they have to haul it six miles. 14 leagues - Puerto del Agua - no water here, go on. 7 leagues to the Rio China and stop. The river is about 2 feet deep and ten wide, but sometimes gets very deep. Boat here. The old town is but an aggregation of huts.

January 25th 1864. Start at 5½ a.m. cross el Rio, pass through China, cross the Arroyo Lobo, 3 miles and go on to the Toro - a town - about 3 leagues and then to the Mojaves - 9 leagues. no water - Road heavy & worn day hot - 4. P. M. La Coma - 5 leagues, a few small Ranches. Road sandy.

January 26th. Start at 5. A. M. Day clear & pleasant - Road good & straight 10 leagues to the La Vieta, plenty of water - nothing else. two leagues to El Charco, a good sized Ranch and then on to Santa Cruz. 5 Leagues.

Jan'y 27th. Start at 5. a.m. Day cool Road good. Through Brazil 5 Leagues San Rosalie 11 Leagues, 10.30 a.m. Matamoros at 2 P.m.

Leaving Mexico by boat 265

Saturday July 13th 1864. In the stage from Matamoros for Boca-del Rio - at 9 a.m. forty miles Road dusty & sandy - well shaded. Reach the Boca 2 1/2 P.M.

Tuesday July 23rd. at 9 a.m. take the lighter Gold Hunter to the steamer Wave Queen. Reach it at 12 m. The crossing the bar here is a very serious affair, this being only an open roadstead, where one may have to wait for days for a chance to get out to the vessel, or to land.

A. S. P.M. weigh anchor & get off sea very smooth

Monday 29th. 2.30 a.m. run on the reef near Bahia Honda, but little damage done, throw some coal over to lighten and get off about 11 a.m. with loss of one anchor. In shore. the view here was very enchanting, as we are close into the green shore of Cuba, a guard ship is sailing along some inside channel by shore. Looking over the vessel, side the water is clear & beautifully green, revealing the coral rocks on which we lay.

Arrives Cuba.

March 1st 1864. Reach Havana at
6 A.M. Hotel Inglaterra, To the
Jacon - the Ravel's here.

2^d Circo - Chiarina

3rd Prado

4th Plaza del Armas

6th to Guiness and return. 45 ms by
Rail road. pass San Felipe & Melena
a very ~~trp~~ pleasant trip as the road
passes thro' the dense tropical forest
with occasional clearings. Guiness
is a pretty little town where
has established gas works

Wednesday March 9th on board the
steamer Morning Star for New
York, weather fair arrive in N.Y.
on the 13th at 10.30 A.M. home the
same day.

gets married Sept. 14, 1864.

Aged 31 yrs to the day.

Matamoros	Seas.	
Brazil	14	
Chaseo,		
So Vieto	14	
Lakoma	11	
Mujeres	5	
El Toro	9	
China	3	
acofthris	1	
Santa Isabel	14	
Caderasta	7	
San Jose	4	
Monterey	6.	Sunday Dec 16 th 1863
Salinas	10	Dec 24 th
Morales	3	
Sal Blanco	7	
Vi. El. Rama	10	
Lampasas	15	
Mis Sabina	15	
San Armonica	3	
Piedra Negra	15.	Dec 22 nd

Battles and Skirmishes.

Needsonville skirmish (in reserve) Dec 12th 61

Shiloh Battle (centre of advance) April 6-7. 62

Lamington Skirmish Reserve May 9.

CASH				
from Little Rock	75	Peter		20.00
" Lewis 1861	50	Boots		10
" C.S. 1861	15	Wagon		75.00
" " 1861	25	Clothing		20.00
" Ark 1862	25	New Orleans		20.00
" Lewis 1862	10	Sundries		40.00
" C.S. 1862	20	Lewis		20.00
" March 1862	15	Capt Reardon		2.00
" " 1862	10	Wagon	10	
" B. Field	8	Boots		

Dr		Cr	
Zimmerman loan	1.00	Officers Bal	4.00
Parker Boston	0.00	Lawson Boston	0.00
Amesley Ticket	1.50	Bookkin cards	1.00
Zimmerman Boston	0.00	Parkes - paid	0.00
Lawson	0.00	Zimmerman "	0.00
		Lawson	1.50
		Parker	0.00

Litham's Manual - given to R. H. L. L.
Harden Tactic
Mahan's Outpost duty
School of the Guide
Robert's, Artillery
Arenschildt's outpost duty
Army regulations

Mal'ta 12 295 1 18 1/2

1872 1872 1872 1872 1872 1872 1872 1872 1872 1872

1872 1872 1872 1872 1872 1872 1872 1872 1872 1872

evacuation of Shelby's Guard } Advance Guard
" " Nashville in Kentucky
" " Corinth

Shelby's Guard
{ was Shelby's Guard
{ was Corinth

Steam Boat from
Point Pleasant to Columbus

75

Rail Road from
Columbus to Cass City

Franklin to Marysboro

Conestoga to Corvallis

65

80

2. 18. 26

March from Little Rock - Beaumont	186
" " Camp Mispouri to Pittman ferry	24
" " " Dry to Black river	39
" " Black river to Pittman ferry	42
" " Pittman ferry to Point Pleasant	101
" " Columbus to Camp Obion	6
" " Camp Obion to Columbus	6
" " Cave City to Horse Cave	16
" " Horse Cave to Cave City	
" to Greensburg & back	44
Marches to Rocky Hill & back (3)	42
to Graham's	21
Horse mells & Cave City - advance	37
Woodsonville & return ^{Reconnaissance}	22
Horse Cave & return ^{fatigue}	12
Bells Tavern	7
Bonling Green	26
Waters Mills ^{Reconnaissance}	30
Marysboro to Corkland	124
Reconnaissance of March 26-8	34
Shiloh battle field & return	55
Skirmish at Farmington & return	10
at Corinth & to Talapoa	100

out of place)

Arkansas }
Missouri } 1861-2
Kentucky }
Tennessee }
Mississippi } 1862-

1861

Marched

R R

S B

Total

Marched

R R

S B

{
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=
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582

1862.

